January, 1956
ANC $1.00

Yachting

SHOW NUMBER

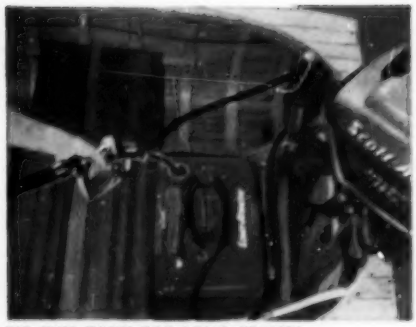
PREPARATIONS FOR TRAILER CRUISING ☆ THE ALL-AMERICAN RACING TEAM

REGULATE THE SKIPPER? ☆ A BOAT TO LIVE ON

THE U.S. POWER SQUADRONS IN REVIEW

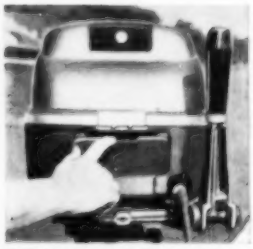
NEW STYLING, NEW PERFORMANCE . . . THE SCOTT-ATWATER "16"

POWER FOR FAST SKIING!



BIG FUEL TANK FOR LONG CRUISES

QUIET AND VIBRATIONLESS AT ALL SPEEDS



ENCLOSED CONTROLS

BUILT-IN REMOTE CONTROL CONNECTIONS

ELECTRIC STARTING*

IT BAILS YOUR BOAT—OR ANYONE'S

BUILT-IN SKI TOW RING

TWIST-GRIP SPEED CONTROL

FULL GEARSHIFT LETS YOU MANEUVER SAFELY

The new "16"—world's most advanced outboard

The Scott-Atwater 16 hp for 1956 is completely new from prop to top . . . a motor of beautifully simple design, fresh new styling. And it's as advanced in performance as it is in looks.

Take its smooth, quiet operation, for instance. The "16" has spring-mounting, intake silencing, and all-underwater exhaust. Result: whisper-quiet operation at every speed.

And being a Scott-Atwater, the "16" bails your boat for you, automatically.

Your Scott-Atwater dealer is the man to see for all the news about the all-new "16"...along with the other seven models—3.6 to 33 hp. Look for his name in the phone book classified section under "Outboard Motors" . . . and visit him real soon!

EASY TERMS AVAILABLE. The 16 hp with manual starting is $357.50; with electric starting, $445.50. Prices FOB factory, subject to change without notice. For illustrated booklet, write Scott-Atwater Mfg. Co., Inc., Minneapolis 13, Minn., Dept. Y-16.

**Optional*

Canadian Division: 542 Mt. Pleasant Rd. Toronto 12, Ontario

Scott-Atwater...the super-quiet outboard that bails your boat

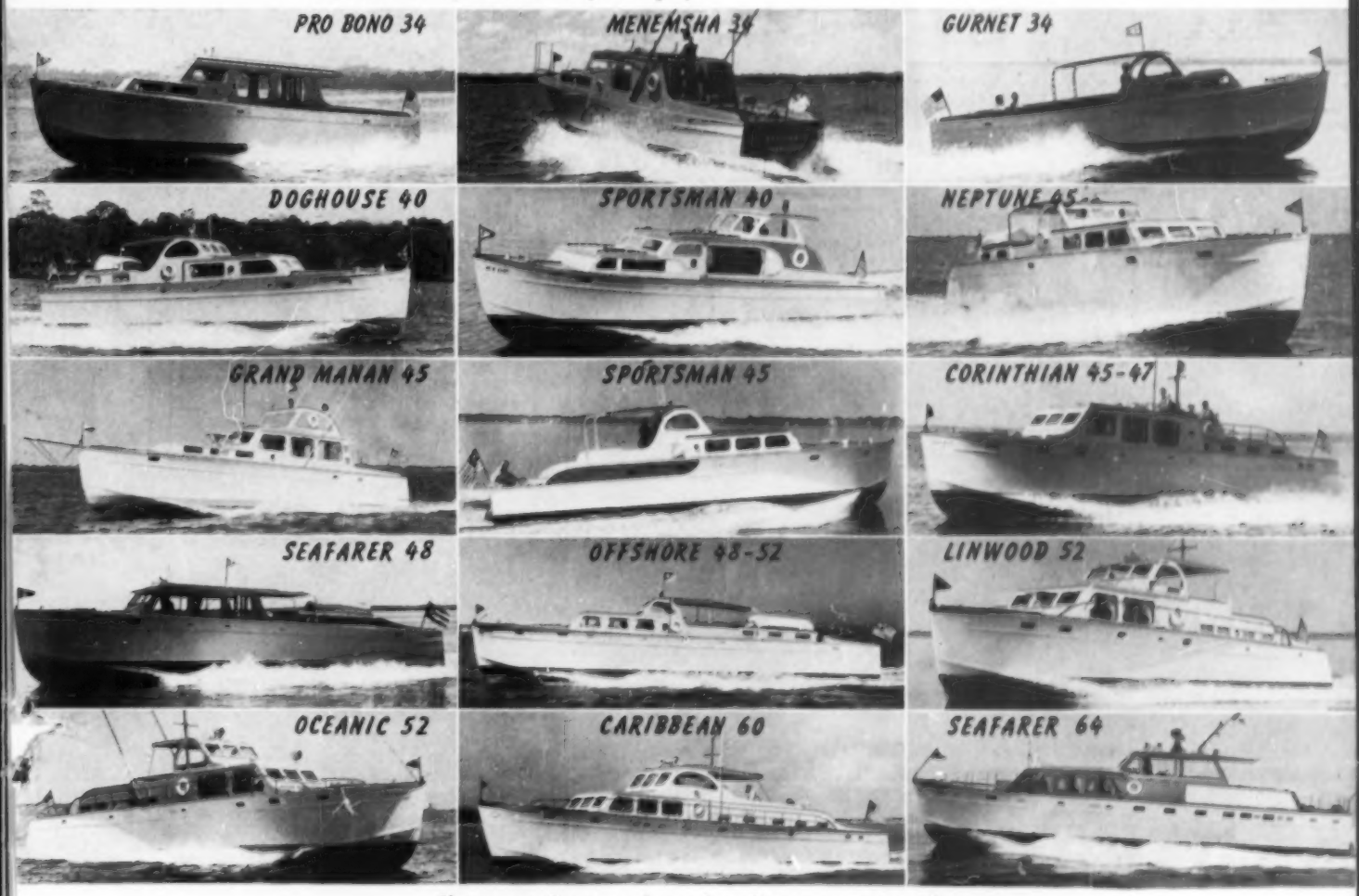
New SPORTSMAN 40
Twin Chrysler—34 MPH
Twin GM—27.3 MPH
Sleeps 4 or 5

FAIRFORM FLYER

For more than a quarter century experienced yachtsmen have sought the rare combination of qualities that is found in only the finest of motor cruisers. To hundreds of owners, the Fairform Flyer is a Symbol of Yacht Perfection—no safer, more satisfying boat can be built at any price.

The Fairform Flyer is dignified and durable—styled to live through the years. Structure, mechanism and finish are long lasting, dependable.

The Fairform Flyer is mature and versatile. A wide variety of options offer every feasible type of practical cruiser, sportsman or large motor yacht. Standard twin screw models are 34 to 64 feet in length. We invite your inquiry.



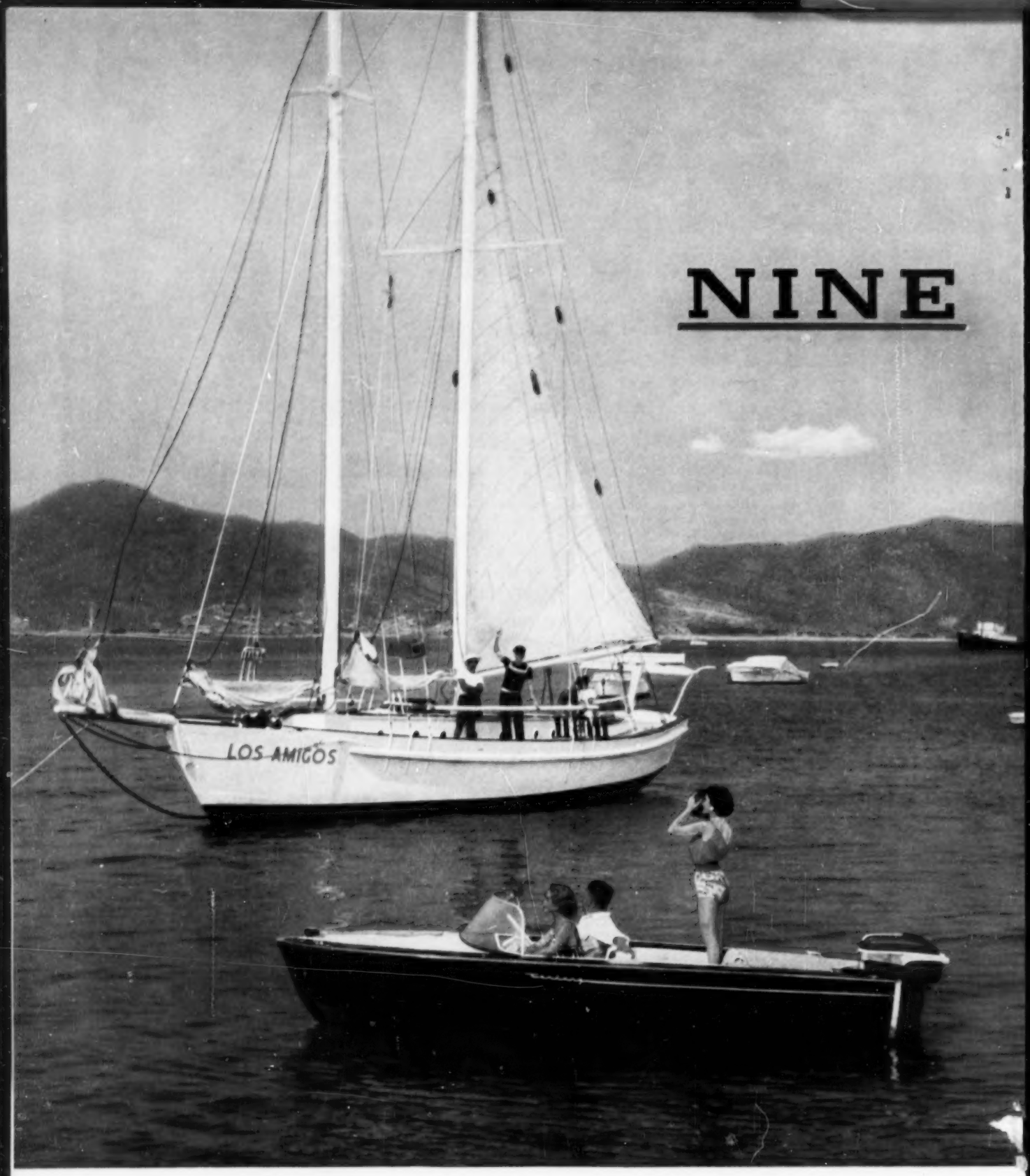
If you are going to purchase a boat this year, we suggest that you carefully read the last page in this magazine before making your decision.

FAIRFORM FLYER
SYMBOL OF YACHT PERFECTION

HUCKINS YACHT CORPORATION

Roosevelt Highway and Ortega River

P. O. BOX 6336 JACKSONVILLE 5, FLORIDA EVergreen 9-1125



NO OTHER OUTBOARD MOTOR IS BUILT LIKE A JOHNSON SEA-HORSE. NONE! THE MANUFACTURER WHO HAS BUILT MORE MOTORS THAN ANYONE ELSE HAS MORE EXPERIENCE IN BUILDING THEM BETTER. THAT'S

Johnson!

One Famous Name...

GREAT MOTORS

for 1956

Johnson DEPENDability is now yours *in any size motor you fancy*, from 3 to 30 hp! And for today's smart runabout or cruiser, there is the new *Johnson Javelin*. This is a high-fashion 30 hp beauty with electric starting, concealed controls, wrap-around cowling of polished stainless steel and every deluxe outboard feature!

No question about it. THIS is the year to get your Sea-Horse—the exact size you want—the freshness of gorgeous new styling in Holiday Bronze and Spray White—the extra value of important new developments! There is Balanced-Pull Starting and Fast Firing Ignition for new, liquid-smooth starting ease. There is the new Cruising-Range Fuel Saver (in all 30's). And new Stall-Proof Idling. Plus the heavenly *quiet* of Johnson's history making Suspension Drive. Better see your Johnson Dealer. Look for his name under "Outboard Motors" in your classified telephone directory.

***JAVELIN** 30 HP... $582.00	***SEA-HORSE 30** 30 HP... $552.00	**SEA-HORSE 30** 30 HP... $462.00
***SEA-HORSE 15** 15 HP... $452.00	**SEA-HORSE 15** 15 HP... $362.00	**SEA-HORSE 10** 10 HP... $321.00
SEA-HORSE 7½ 7½ HP... $241.00	**SEA-HORSE 5½** 5½ HP... $216.00	**SEA-HORSE 3** 3 HP... $146.00

**Electric Starting... Prices f.o.b. factory, subject to change... Mile-Master Fuel System included with all models (except the "3")... OBC certified brake hp at 4000 rpm (30's at 4500)*

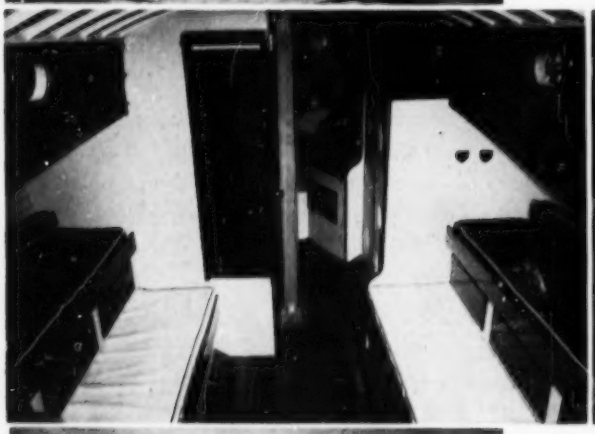
Free! For complete details on all new Johnson Motors and all new features for 1956, write for the *new* Sea-Horse Booklet.

JOHNSON MOTORS, 2300 Pershing Road, Waukegan, Illinois
A DIVISION OF OUTBOARD, MARINE & MANUFACTURING COMPANY
In Canada: Manufactured by Johnson Motors, Peterborough

Johnson SEA-HORSES FOR DEPENDABILITY

Next season, enjoy the outstanding performance and beamy cruising comfort for six persons of the superlatively built

KNUTSON 35



L.O.A.—35'0"

L.W.L.—25'0"

BEAM—9'10"

DRAFT—4'10"

S.A.—610 sq. ft.

THOMAS KNUTSON SHIPBUILDING CORP.

HALESITE, LONG ISLAND, N. Y. **PHONE: HAMILTON 1-3300**

MODERN FACILITIES FOR STORAGE AND REPAIR

VOL. 99 JANUARY, 1956 NO. 1

Pleasant Cruising,

Successful Racing,

and

Every Good Wish

to You and Yours

for

The New Year

from

All Hands at

YACHTING

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Now—for the first time— A FAMOUS STABILIZED FOR MARINE ENGINES

TEXACO

TUNE IN:
TEXACO STAR THEATER
starring
JIMMY DURANTE
on TV Saturday nights.
METROPOLITAN OPERA
radio broadcasts

TEXACO

TOP-OCTANE GASOLINE, TEXACO *Sky Chief* MARINE

Super-charged with PETROX for full-power performance
Specially prepared to prevent engine deposits

The greatest advance in Marine Fuels in 20 years

Sky Chief Marine Gasoline super-charged with Petrox is the only marine fuel that gives you top octane for maximum power from today's higher compression engines, *plus* stability to prevent gum and harmful deposits. It is, without question, the greatest gasoline ever developed for marine use.

Power-packed *Sky Chief Marine* super-charged with Petrox burns completely, cannot leave deposits in your engine. Petrox, the exclusive Texaco all-petroleum additive, also minimizes any existing combustion deposits and leaves a protective film on every engine part it touches. You get more power, less wear, excellent rust protection, clean spark plugs and free-working valves.

Another *Sky Chief Marine* exclusive—it's *stabilized* to *prevent gum formation* in lines, tanks of any metal—the entire fuel system. Your engine will run smoother, more dependably under all service conditions.

Sky Chief Marine—thanks to Petrox—does more for both inboard and outboard engines than any other gasoline can do. Use it and you'll find:

1 Your engine delivers its *full* power
2 A tankful takes you farther—an important economy factor
3 Your engine lasts longer
4 Your maintenance costs are much lower

Remember, *America's leading boat and engine builders use and recommend Texaco.* Use *Sky Chief Marine Gasoline* and *Advanced Custom-Made Havoline Motor Oil* — the top performance team for modern marine inboard engines—and enjoy boating at its carefree, thrilling best!

Both these premium-quality products are available at Texaco Waterfront Dealers everywhere. The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N. Y.

Get the full story on Sky Chief Marine Gasoline
Visit Texaco at Booth 6
THE NATIONAL MOTOR BOAT SHOW
Kingsbridge Armory, Bronx, N. Y.
January 13-22

Marine Products

FRAM OIL FILTER

Engineered for extra-high filter efficiency, FRAM Oil Filters trap sludge-forming dirt and dust your eyes can't see! FRAM cuts engine wear to save you money on repair bills and give you top power performance longer!

FRAM HEAVY-DUTY GASOLINE FILTER

Water, rust, scale and dirt wreck the finely adjusted carburetor mechanism of your engine. A FRAM Heavy-Duty Gasoline Filter traps these dangerous contaminants to save you repair bills!

FOR ALL DIESELS!

FRAM WATER SEPARATOR & FUEL FILTER

Double-action saves fuel injectors!

1. The FRAM Water Separator & Fuel Filter guards fuel injectors with 100% water-removal — ends corrosion, rusting and pitting!

2. Abrasive dirt particles are trapped before they reach fuel injectors!

Guard your diesel with a FRAM Water Separator & Fuel Filter.

ATTENTION MARINE DEALERS!

Join the select dealers who suppy FRAM products to the marine field. Write today.

FRAM
OIL • AIR • FUEL • WATER
FILTERS

If your marine dealer cannot supply you, write:
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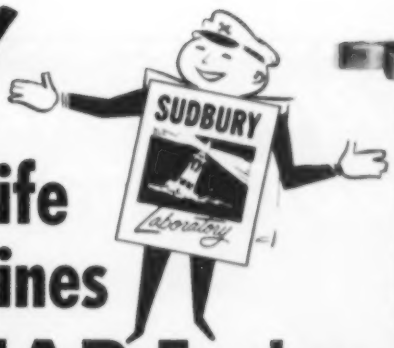
Providence 16, R.I.
Fram Canada Ltd.
Stratford, Ont.

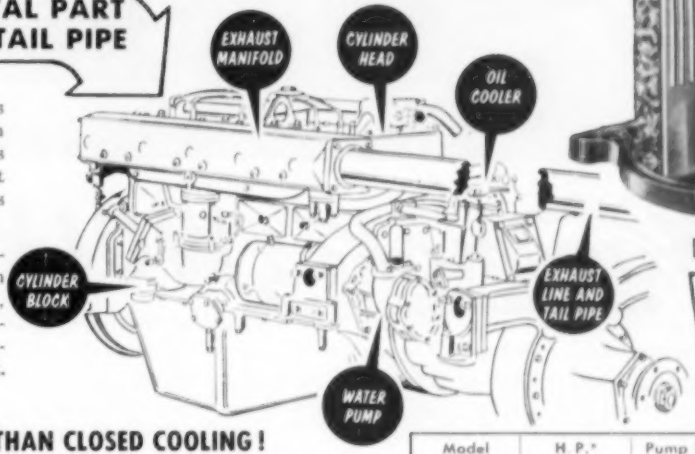
SUDBURY



Doubles the Life of your Marine Engines WITH AQUA-CLEAR Feeders

Cools Direct with Raw Sea Water without Rust, Corrosion or Salting Down

PROTECTS EVERY METAL PART FROM SEA COCK TO TAIL PIPE



The AQUA-CLEAR Feeder makes all water entering the cooling system completely non-corrosive. It forms an invisible microscopic water-tight film on all metal parts – improves heat transfer, fights salting down.

One-piece welded clear lucite construction makes water circulation always visible. No gaskets to leak, no bolts to loosen. Patented automatic by-pass and other exclusive features mean greater safety afloat. Sizes to fit all marine engines.

OVER 30,000 NOW IN USE

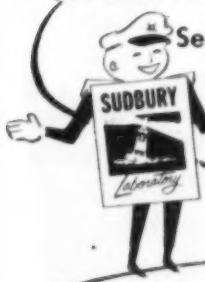
BETTER AND CHEAPER THAN CLOSED COOLING!

You don't need cumbersome heat exchangers, expansion tanks, complicated piping, extra pumps—no moving parts to wear out or break down. Just insert the AQUA-CLEAR Feeder between the seacock and water pump. **Low Cost**—only about $50 for most engines—don't risk 20 times that figure in engine damage next season.

Model	H. P.*	Pump Inlet	Price
Junior	Under 20	⅜"	$ 27.95
3" A	20-74	½"	$ 36.50
4" B	75-145	¾"	$ 49.95
6" C	150-250	1"	$ 75.00
8" D	Over 250	2"	$180.00

**Gasoline and small high speed diesels only.*

Something New Has Been Added—



See It at the Boat Shows

NEW Custom-deLuxe Model AQUA-CLEAR FILTER-FEEDER

Now we have combined all the corrosion-preventative features of the famous Aqua-Clear Feeders with this new strainer-filter that keeps all sand, silt, seaweed, etc. out of cooling system and water lines. Exhibited for first time ever at 1956 Boat Shows. You'll want this finest equipment for your boat!

10 years of Aqua-Clear Feeder experience and more than 30,000 installations on pleasure craft as well as hundreds of ocean-going vessels, are behind Sudbury's advance design of this new combination deLuxe automatic Filter-Feeder—for the finest protection possible from rust, corrosion, sand and silt.

Double-action straining through large-surface corrugated screens has been added to the tried-and-true protection from rust, corrosion and salting down. Safety overflow outlet makes it absolutely impossible to clog and starve engine of cooling water. Easy to remove screens for cleaning, easy to replenish crystals. Sizes to fit individual requirements. Write for prices, giving type of engine, h.p., pump inlet size, and any further information that will help us make proper recommendations.

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Donald H. McChesney, Winslow, Wash.

AQUA-CLEAR CRYSTALS

Ask for improved Sudbury Aqua-Clear Crystals to replenish supply in your Feeder. Don't accept substitutes.
1 lb. $2.50; 10 lbs. $20

CRYSTAL KLEENER

Keeps Aqua-Clear Feeder in perfect condition. Use at least once to cleanse all foreign matter from both Feeder and Crystals. **Only $1.98**

Come and See Us at the Boat Shows
Interesting Working Models and Demonstrations
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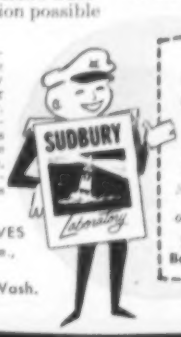
MIAMI, Feb. 17-22; BALTIMORE, Feb. 21-26
also LOS ANGELES and SAN FRANCISCO



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Box 25A, South Sudbury, Mass.

SUDBURY *Laboratory* MANUFACTURERS OF QUALITY PRODUCTS FOR OVER A QUARTER CENTURY

AMERICAS ONLY COMPLETE OUTBOARD FLEET

Every One a Winner for '56

MOLDED PLY-LAP

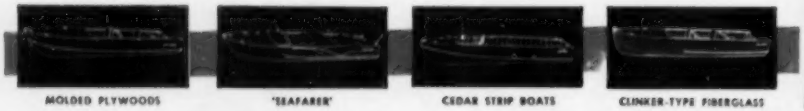
Wagemaker WOLVERINE

GRAND RAPIDS, MICH.

Flashing ahead in '56 that's Wagemaker Wolverine's big new fleet of sleek outboards. Shown above—the revolutionary molded Ply-Lap, a new concept in boat manufacture. Actually it's two hulls in one, molded plywood inner hull with lap straking overlaid on outer hull bottom. This exclusive Wagemaker feature gives you the strength and rigidity of conventional lap strake construction but with a great saving in weight and there are no ribs to catch dirt and grease. (Patents pending.) Speeds well over 35 m.p.h. and real stability in tight turns. Boat-A-Ramic color styling is standard equipment.

IMPROVED ALL-ALUMINUM BOATS

Here is the result of Wagemaker's forward looking advance design. These are aluminum boats with a difference, stronger, better looking, better performing boats. Many sizes and models, from 12' to 18'.



MOLDED PLYWOODS · 'SEAFARER' · CEDAR STRIP BOATS · CLINKER-TYPE FIBERGLASS

See THESE OUTSTANDING BOATS AT ALL MAJOR BOAT SHOWS

WATER SKIS and Aquaplanes. All sizes and finishes. Also Marine Hardware and accessories.

WAGEMAKER COMPANY
DEPT. 23, GRAND RAPIDS, MICHIGAN

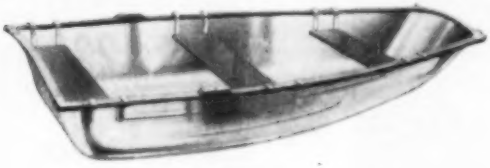
SUDBURY CREATES SENSATION IN MARINE WORLD WITH AMAZING NEW TRANSPARENT BOAT

★ NEW FEATHERWEIGHT BOAT WEIGHS ONLY 44 LBS. ★ ONE-PIECE HULL ★ 100% TRANSPARENT

Beautifully designed, expertly finished—it's the talk of the show wherever exhibited. So light you'll be amazed when you lift it with one hand—lightest car-top boat made. On your boat it's a thing of beauty, easily stowed anywhere on deck. Can be placed right over sky-light or hatch, without obstructing light. Unique one-piece hull (molded by new patented process). Featherweight, only 44 lbs., yet stronger than aluminum, tougher than plywood, more resilient than fibre-glass.

Built to last a lifetime—can't leak, never needs care or maintenance. Rows effortlessly, extra speedy with an outboard. Plenty of room for three passengers—8 ft. overall; 45 in. beam; 19 in. depth. Mahogany gunwales and seats.

Complete as shown, only $179.95 at South Sudbury, Mass.

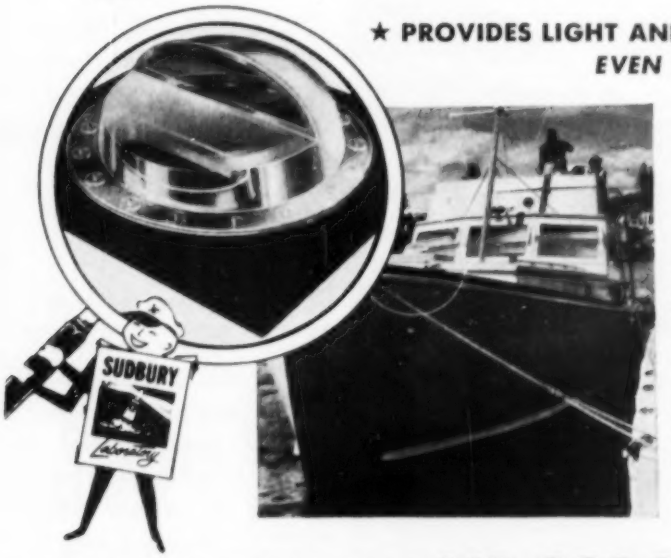


Are you a skin diver? Here's a chance to see where you're going—see everything below—fish, marine life, shallows, reefs, etc. A great improvement over ordinary glass-bottom boats.

Also Ideal for Fishing, Hunting, Camping

Easier to carry than a light canoe—you always see where you're going! Entire hull so mirror-smooth you can move in dead silence even in most placid pond. Sturdy and stable.

★ PROVIDES LIGHT AND AIR ★ KEEPS OUT RAIN AND SPRAY *EVEN WITH HATCH CLOSED...*



NEW 100% TRANSPARENT

SKY-VENT

This unique SKY-VENT brings distinction to any boat—adds beauty and grace above deck, more comfort below. Now can be furnished transparent—admits daylight, fills cabin with circulating fresh air—both on the mooring and underway. Keeps out all rain and spray, no matter how hard the blow.

Even after boat has been idle, you'll come back to find the cabin bone-dry, the air ozone-fresh! Prevents musty odors, mildew, dry-rot—even during winter lay-up. Non-fouling, non-magnetic. No metal to rust, corrode or polish.

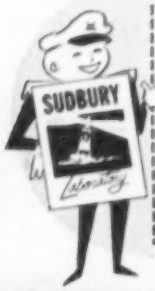
9-in. Diameter $34.95; 12-in. $59.95; 18-in. $89.95

SUDBURY'S *NEW TRANSPARENT* AIR-SCOOP

Circulates Fresh Air, Admits More Light, Keeps Rain and Spray Out

Exclusive See-Thru dome fits standard 6-in. Ports. A flick of the finger turns it forward to pull fresh air in; aft to expel stale air; down to shed rain. Completely transparent—lets in more light. No latches or wing nuts to tighten.

Only $9.95 each.



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Box 25A, South Sudbury, Mass.

SUDBURY *Laboratory* MANUFACTURERS OF QUALITY PRODUCTS FOR OVER A QUARTER CENTURY

NATIONAL MOTOR BOAT SHOW

KINGSBRIDGE ARMORY

New York City
January 13-22, 1956

EXHIBIT SPACES

221 to 223

SCINTILLA DIVISION

Outboard Motor Magnetos
Diesel Fuel Injection Equipment

ECLIPSE MACHINE DIVISION

Electric Fuel Pumps
Bendix* Starters for Outboard Motors

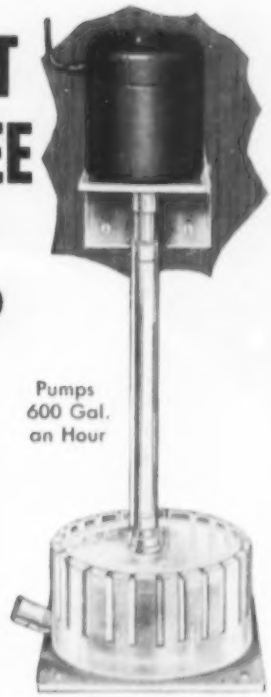
PACIFIC DIVISION

Portable Generators
Radio Direction Finders
Ship to Shore Radios
Depth Recorders
Automatic Pilots
Marine Radar Units
Depth Indicators

*REG. U.S. PAT. OFF.

Bendix
AVIATION CORPORATION

SUDBURY offers FIRST LIFETIME GUARANTEE ON BILGE PUMPS

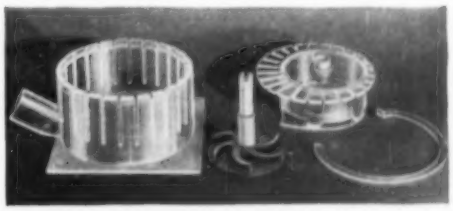


100% NON-CORROSIVE TYPHOON BILGE PUMP

Guaranteed against rust and corrosion—not for just a year, but always—FOR LIFE! No more singing the "bilge pump blues." There's absolutely no metal to rust or corrode. Oilless, friction-proof impeller shaft runs on lifetime glass bearing. Even running dry will not injure the pump.

Rugged lucite housing forms its own non-corrosive screen, practically impossible to clog. Unique design takes motor right out of bilge—no spark can ignite dangerous fumes. For manual control, **4-in. $39.95; 6-in. $49.95.**

Only 4 parts—you can easily remove motor, shaft, and completely disassemble pump in 30 seconds—and with no tools! For 6, 12, 32 or 110 v. Standard 18-in. shaft (longer shaft can be furnished).



Pumps 600 Gal. an Hour

BAIL YOUR BOAT WITH YOUR FOOT

GUSHER PUMP

Easy foot action leaves both hands free to row, operate outboard, tend sails, etc. Pumps 4 gallons a minute! Ideal for inboards, outboards, sailboats, dinghies, etc.

No screen, can't clog! Cast-bronze base, 4-ft. rubber hose.

Portable or permanent installation (extension rod included on request). **Only $8.95.**

FEATHERWEIGHT—CONVENIENT

E-Z-Squirt PUMP

Essential Gear for Rowboats Sailboats Dinghies Outboards Inboards Canoes

Handiest, lightest, most convenient pump ever made! Completely non-corrosive—glass valve with rubber seats.

Made of Rugged Elefant-Hide Cannot Rust or Corrode

Ideal for sailboats—even sit on windward rail and pump out lee bilges—no other pump can do that! Weighs 10 oz; pumps 4 gal. a minute. Stows easily, **Only $3.95.**

NEW SUPER STRAINER

PREVENTS WATER STOPPAGE

EXTRA LARGE CAPACITY

GOES 4 TIMES AS LONG WITHOUT CLEANING

SUDBURY'S AUTOMATIC RAW WATER STRAINER

Here's the first and only clog-proof Raw Water Strainer guaranteed to give full supply of water under all conditions (pat. pending). Ends all danger of water stoppage. Extra heavy duty, extra large filter capacity—triple action stops all sand, silt, mud, seaweed, etc. Easy to clean.

Goes 4 times as long without cleaning—even if neglected until completely filled, water stoppage cannot occur.

Unique design prevents engine being starved of cooling water. Wide range of sizes to fit local conditions, write for prices.

See the Interesting Demonstrations and Working Models in Sudbury's Exhibit at the Boat Show

Sold and Installed by Leading Boatyards, Marinas, Supply Stores

If your dealer does not now display these products, use order blank on page 15.

See more Sudbury Quality Marine Products on Pages 9, 11, 15, 19

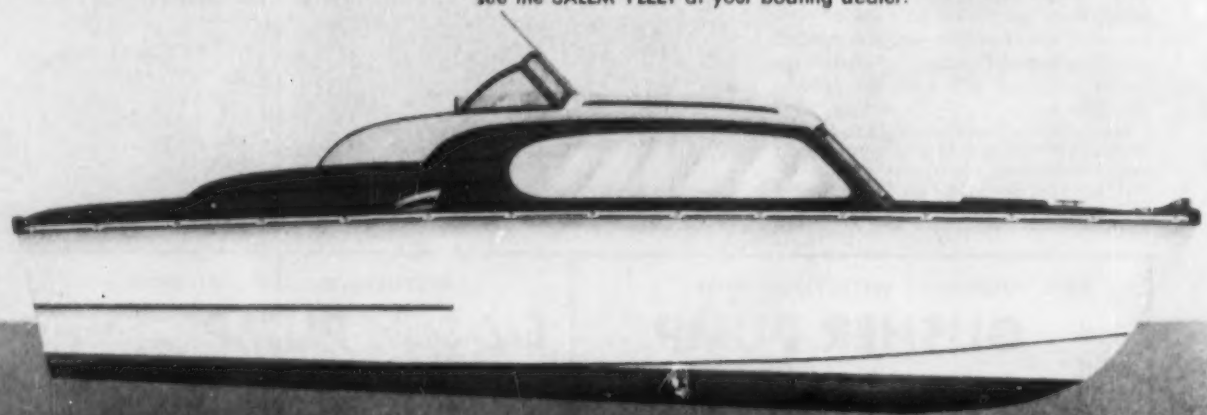
SUDBURY LABORATORY
Box 25A, South Sudbury, Mass.

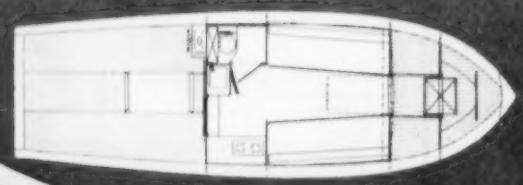
SUDBURY Laboratory MANUFACTURERS OF QUALITY PRODUCTS FOR OVER A QUARTER CENTURY

introducing the Salem Fleet

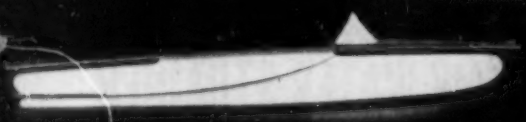
new boats with young ideas!

Here they are! America's newest and most dramatically styled boats. Boats that feature custom-built looks and performance, yet are priced to fit every need, every purse. Here are the boats that combine the dash of the continental with the utility-mindedness of the American Sportsman . . . give you the comfort and convenience that you've always wanted without sacrificing speed or performance. Each boat features the sound, rugged construction of select African Mahogany over White Oak frames, and all fastenings of bronze and brass. For boats that are Young in ideas . . . Young in spirit . . . Young in heart . . . see the SALEM FLEET at your boating dealer.

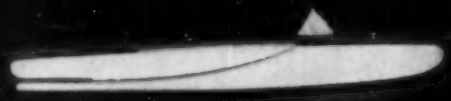




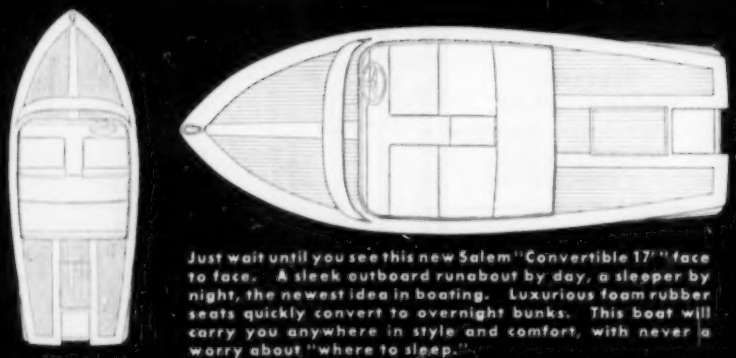
On inland waters, or out in the deep blue, this striking 25 footer will give you the performance that you've sought, but never been able to find. Dependable, Chrysler Marine powered for speeds to 30 MPH. Level-running, non-pounding design. Fast, smooth response under all conditions. Her full 6' headroom, 25' length and 8' beam give you comfortable, roomy accommodations to sleep four. A magnificent, seaworthy boat.



This Salem 17' inboard brings a completely new thrill to water skiing with her dependable Chrysler Marine power. Her engine booms you across the water at speeds in excess of 35 MPH, allowing plenty of margin for extra speed when needed. Exclusive, new, modern design, wraparound windshield and beautifully appointed interior gives you a boat that's a "standout" in any company.



Here's the slickest, fastest outboard you've ever seen. Just a shade over 15 feet in length, she turns every eye when she takes to water. Marine engineered to take the toughest knocks, she's just right for water sports or the family pleasure outing.



Just wait until you see this new Salem "Convertible 17'" face to face. A sleek outboard runabout by day, a sleeper by night, the newest idea in boating. Luxurious foam rubber seats quickly convert to overnight bunks. This boat will carry you anywhere in style and comfort, with never a worry about "where to sleep."

SEE US
AT THE CHICAGO BOAT SHOW
BOOTHS 652 and 653
(in the new addition)

Salem BOATS
SALEM, VIRGINIA

SUDBURY INVENTS NEW SAFETY DEVICES TO PREVENT BOAT DISASTERS

STOP EXPLOSIONS FROM FLASHING ARCS

VAPOR-PROOF SWITCHES

Sudbury's revolutionary VAPOR-PROOF SWITCH—hermetically sealed in bakelite—absolutely prevents flashing arcs that cause explosion. Entire construction of rugged insulating material that cannot rust or corrode. Multiple-pole model gives selective control of one, two or more batteries in starting, or recharging while underway. Single-pole Switch is used for starting ignition, radio, pumps, lighting circuits, etc. Approved by Safety Authorities. **Multiple-Pole, $17.95; Single-Pole, $7.95.**

NEW AUTOMATIC SAF-T-SWITCH

Improved Blower and Ignition Switch
Operates "Blower", Ignition, Starter, with One Lever

Triple-action SAF-T-SWITCH does your thinking for you! When you turn the ignition key to "START", delayed-action prevents starting engine until blower operates for at least 15 seconds. Just switch ignition key to "blower", after "blower" has been in operation, switch to ignition and start. After engine starts and lever is released, position will be at ignition and "blower" will be off. This disperses dangerous fumes in engine room before starter operates. Entire construction of rugged insulating material that cannot rust or corrode. **Only $9.95.**

Guards Against Damage from Overheating or Oil Pressure Failure

AUTOMATIC

ENGINE ALARM

You can't buy better protection against cracked block, broken manifold, burned valves, burned-out bearings. Loud buzzer and flashing light guards engine if temperature exceeds 200° or oil pressure drops below 2 lbs. Remarkably low-priced!

6v-$19.95; 12v-$22.95; 32v-$24.95

Revolutionary, Non-Corrosive
Redd-Elefant-Hide

Control Casing and Wire

Better than metal bowden wire casing, costs only half as much (pat. pending). Exclusive Redd-Elefant-Hide is non-corrosive, oilproof, waterproof, will not stretch or kink; has built-in lifetime lubricant. Easy to install—requires less fastening. Free, easy action around bends.

Complete with chrome-plated brass dash-fittings, threaded on, ready to install: **7-ft. $4.25; 10-ft. $4.95; 15-ft. $5.95.** In 100-ft. rolls, without fittings, **15c per ft.**

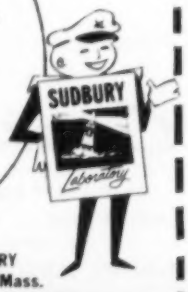
Come and See Us at the Boat Shows

Interesting Working Models and Actual Demonstrations

NEW YORK, International Jan. 13-26
Exhibits 237-238-239
CHICAGO, Feb. 3-12
LONG ISLAND, Feb. 4-12
MIAMI, Feb. 17-22
BALTIMORE, Feb. 21-26
Also LOS ANGELES and SAN FRANCISCO

See More Sudbury Quality Marine Products on Pages 0,0,0,0.

If your dealer does not now display these products, use order blank at right.



Sold by Leading Boatyards, Marinas, Marine Supply Stores

SUDBURY LABORATORY
Box 25A, South Sudbury, Mass.

SUDBURY LABORATORY, Box 25A, South Sudbury, Mass.

Send me the Sudbury Quality Marine Products ordered below:

AQUA-CLEAR Feeder
- ☐ Model A—20 to 74 hp. $36.50
- ☐ Model B—75 to 145 hp. $49.95
- ☐ Model C—150 to 250 hp. $75.00
- ☐ Model D—Over 250 hp. $180.00

AQUA-CLEAR Crystals
- ☐ 1 lb. ..... $2.50 ☐ 10 lbs. $20.00
- ☐ **CRYSTAL KLEENER** 16 oz. $1.98
- ☐ **Featherweight Boat** $179.95

SKY-VENT
- ☐ 9-in. $34.95 ☐ 12-in. $59.95 ☐ 18-in. $89.95
- ☐ **See-Thru AIR-SCOOP** $9.95

TYPHOON BILGE PUMP, Voltage .....
- ☐ 4-in. ..... $39.95 ☐ 6-in. $49.95
- ☐ **GUSHER BILGE PUMP** $8.95
- ☐ **E-Z-SQUIRT PUMP** $3.95

VAPOR-PROOF SWITCH
- **Multiple Pole** $17.95
- **Junior Single-Throw** $7.95

- ☐ **SAF-T-SWITCH** $9.95

Automatic Engine Alarm
- ☐ 6V-$19.95 ☐ 12V-$22.95 ☐ 32V-$24.95
- ☐ **Control Wire Casing** ..... ft. $.....

AUTOMATIC Bilge Cleaner
- ☐ Pint ..... $1.29 ☐ Quart $1.98

Salt Water BOAT-ZOAP
- ☐ Dispenser Pkg. 98c ☐ Pt. Can $1.29
- ☐ **SAIL-ZOAP,** 8 oz. $1.49

Liquid AQUA-CLEAR
- ☐ Pint ..... $1.98 ☐ Quart $3.50

AQUA-SHED
- ☐ Quart ..... $1.98 ☐ Gallon $4.95

BARFAIR 77
- ☐ Quart ..... $1.49 ☐ Gallon $4.95
- ☐ **SAV-A-TANK Cartridge** $3.00
- **Junior Size Cartridge** 75c
- ☐ **FORMULA #138,** Pint $1.50
- ☐ **Marine Water Jacket Cleaner** $2.00
- ☐ **DEE-SOLV,** 1 lb. can $2.50

Name .....

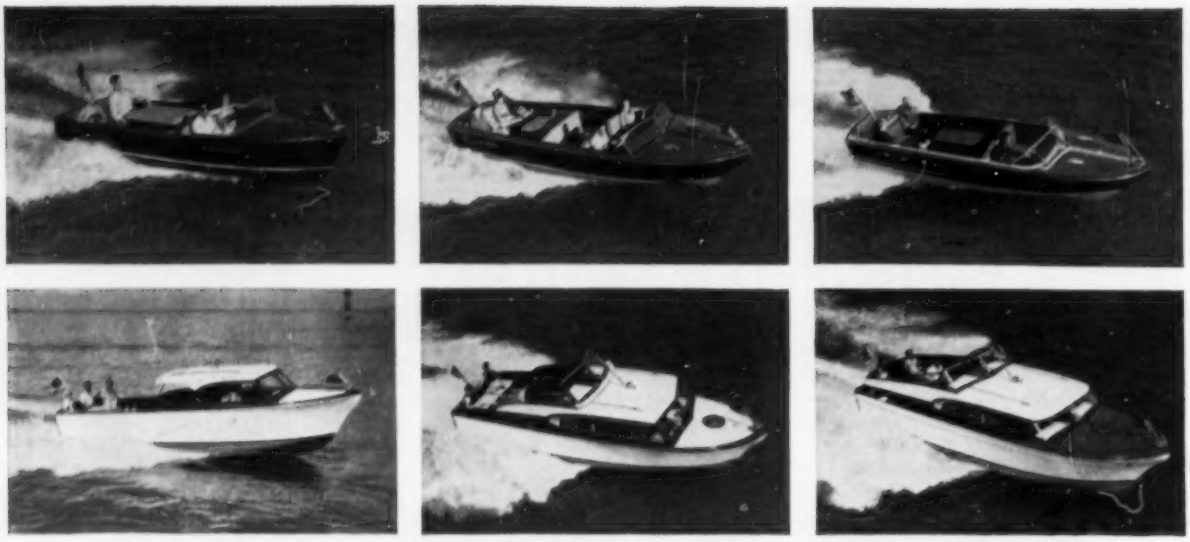
Address .....

City ..... Zone ..... State .....

☐ Enclosed is $.....
Ship prepaid.
☐ Send C. O. D. plus postage.

Send valuable booklet "How to Double Engine Life" FREE.

SUDBURY Laboratory MANUFACTURERS OF QUALITY PRODUCTS FOR OVER A QUARTER CENTURY



Top, *l. to r.:* 17-ft. Sportsman, from **$2390;** 23-ft. Holiday, from **$4250;** 20-ft. Continental, from **$4090.** Bottom, *l. to r.:* 24-ft. Semi-Enclosed Cruiser, from **$4700;** 27-ft. Sedan with Flying Bridge, from **$7180;** 30-ft. Capitan, from **$10,990.**

SAVE 5% ON NEW 1956 CHRIS-CRAFT!

BUY NOW WHILE LOW WINTER PRICES ARE IN EFFECT!

Here's the chance of a boating lifetime — *your* big chance to buy a new, 1956 Chris-Craft at low winter prices *and save 5%*. So *hurry!* See your Chris-Craft dealer. Choose from nearly 40 thrill-packed Showboats — sleek sports boats, smart express cruisers, magnificent motor yachts, 17 ft. through 54 ft. . . . with an exciting array of new features; new yacht styling, spirited new performance, walk-around side decks, wider options of power, advanced marine design! Chris-Craft is the standard of value the world over for fine motor boats. Check your classified phone book for the Chris-Craft dealer nearest you. *Save 5% while low winter prices are in effect!*

Prices quoted are low winter prices f.o.b. factory, subject to change without notice.

The rakish 19-ft. Chris-Craft Capri, priced from **$3390.** Engine options to 131 hp; speeds to 38 mph. *Send for free sports boat folder.*

The magnificent 35-ft. Chris-Craft Constellation is priced from **$16,680;** sleeping accommodations for four or six. *See your dealer.*

Chris-Craft

BOAT DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

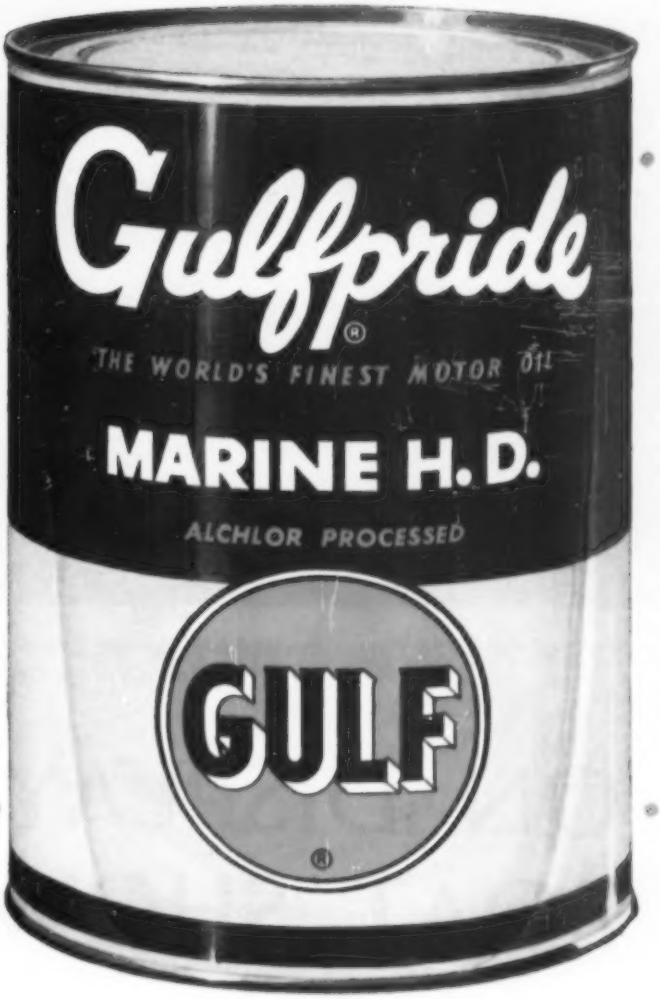
MOTOR BOATS • MARINE ENGINES • BOAT KITS

SEA SKIFFS • OUTBOARD CRUISERS

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

New!

A Marine Oil that gives the most complete protection...ever!



New Gulfpride Marine H.D. is the high detergency oil compounded with advanced Gulf additives that *really control* sludge and combat rust, corrosion and wear caused by low temperature marine operation.

It's the only marine oil super-refined by the Alchlor Process, an extra refining step that removes up to 15% more of the unstable hydrocarbons, the part of the oil that quickly breaks down and forms carbon.

This is how Gulfpride Marine H.D. protects your engine:

- **Insures** internal engine cleanliness—because of its detergent action.
- **Controls carbon**—cause of overheating and loss of power.
- **Combats acids,** rust and sludge due to low-temperature operation.
- **Reduces** low-temperature wear of piston rings, cylinders and bearings.
- **Assures** lower oil consumption—tough film won't break down in service.

For the very finest performance, use new Gulfpride Marine H.D. Oil with Gulf's famous marine fuels—Gulf Marine White Gasoline or Gulf Dieselect. Available in grades to meet *all* engine manufacturers' recommendations.

THE WORLD'S FINEST MARINE OIL

GULF

Two of the 1956 Power Packed and Safety Engineered Correct Crafts Photographed at Florida Cypress Gardens.

ON DISPLAY AT THE BOAT SHOWS IN:

NEW YORK — BOOTHS Nos. A-24, A-25
CHICAGO — BOOTHS Nos. 349 THRU 356

15′ ATOM SKIER
16′ ROCKET SKIER
17′ 6″ AQUA SKIER
18′ COLLEGIAN
20′ DEBONNAIRE
26′ BISCAYNE SPORTSTER
27′ BELLWOOD EXPRESS CRUISER
30′ DELRAY EXPRESS CRUISER

Correct Craft ORLANDO, FLORIDA

PLANTS AT PINECASTLE AND TITUSVILLE, FLORIDA

SUDBURY Brings You More Pleasure, Comfort and Safety in Boating!

KILLS BILGE and FISH ODORS EVEN DIESEL OIL FUMES

AUTOMATIC Bilge Cleaner now has Sudbury's miracle deodorizing additive Mirasol, that not only ends all bilge odors (even from diesel oil) but also kills the bacteria that cause them. ***It's America's No. 1 Bilge Cleaner.***

Really AUTOMATIC—Just pour a little into the bilge—let the roll of the boat do the work—and pump it out. Reaches where nothing else can. No more scrubbing and scraping—gets all grease and scum. Then keep AUTOMATIC Bilge Cleaner in the bilge all the time. Non-caustic, harmless to paint, fittings, caulking, even your hands.

PREVENT FIRE OR EXPLOSION—Nearly 40% of all boats lost are due to fire or explosion. A common cause is in the bilge. AUTOMATIC Bilge Cleaner mixes all floating gas and oil with the water, reducing the risk—it's all pumped out when you pump the bilge. **Pint $1.29; Quart $1.98**

AUTOMATIC BILGE CLEANER WITH MIRASOL

Let the ROLL OF THE BOAT Clean the Bilge!

SALT WATER BOAT-ZOAP

Cleans Everything

Works wonders even in cold water—hard or soft, fresh or salt. The lady of the boat will love the handy dispenser that hangs in the galley with plastic packets (use one to a pail of water). Easy on the hands.

Wonderful for dishes, clothes, sinks, toilets, woodwork. Even cleans greasy engines, gull droppings, harbor scum off hull.

Wall dispenser (36 pkts.), **98c**

PROTECTS FUEL TANKS FROM RUST

SAV-A-TANK CARTRIDGE

Over 500,000 Tanks Have Been Protected with SAV-A-TANK

Don't risk a leak in your fuel tank this season. Inside every tank, water caused by condensation becomes acid and eats through the bottom. The SAV-A-TANK Cartridge prevents this! Just drop one in your tank for a full year's protection. It neutralizes acid, makes condensation non-corrosive.

So simple, so low in cost—don't risk going another month without SAV-A-TANK. Also for home fuel tanks. It's mighty cheap insurance, **only $3.**

SAIL-ZOAP *Cleans Sails Like Magic*

Restore that sparkling new look, without affecting set or texture. It's easy to remove salt and dirt with this special cleaner for both synthetic and cotton sails. **Big bottle, $1.49.**

JUNIOR SIZE for OUTBOARD MOTOR FUEL TANKS

85% of all outboard motor trouble comes from the fuel tank. The Junior SAV-A-TANK Cartridge prevents rust that causes dirty fuel, protects tank from rusting out. **Only 75c**

KEEP DRINKING WATER FREE OF RUST

LIQUID AQUA-CLEAR

Enjoy water that is always sparkling, clear as crystal, fresh and tasty, no matter how old or rusty your tank.

Liquid AQUA-CLEAR stops all rust, makes tanks last years longer. Odorless, colorless, tasteless, non-toxic. Stops rust and corrosion in closed cooling systems, too. **Pint $1.98; Quart $3.50**

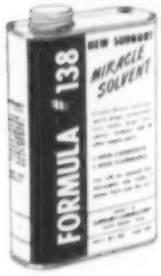
NEW MIRACLE SOLVENT

FORMULA #138

Non-Corrosive—Non-Flammable

A boon to skippers who like to tinker, also captains, mechanics, repair shops, boatyards. Don't risk using explosive fluids. Cleans metal parts like new—easier, better. Use on spark plugs, carburetors, injectors, valves, strainers, fuel lines and tanks, bearings, gears, etc. Safe on even most critical parts. **Pint $1.50**

Also ideal diesel fuel oil additive to keep tanks, lines, filters, strainers, nozzles, always clean.



WEATHERPROOF WITH AQUA-SHED

AQUA-SHED makes foul weather gear out of ordinary clothing, without stiffening the fabric. Ideal for heavy duty on cockpit and sail covers, etc. Waterproofs everything. Invisible, permanent—dip, brush or spray on. **Qt. $1.98**

BARFAIR 77 *Protects Sails from Mildew and Rot*

Gives complete protection from mildew and rot for a full year or more. Does not affect feel, texture or set of sail. Will not stain or discolor. Makes sails last longer. **Qt. $1.49**

WATER-JACKET CLEANER

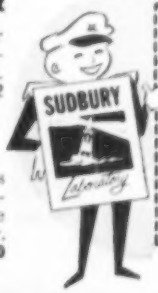
Quickly opens and cleans water jackets, removes the rust and mineral deposits that cause overheating.

Both cans, only $2

DEE-SOLV

Keeps the water cooling passages in outboard motors free from mineral deposits, mud and sludge. Use Dee-Solv when you flush your motor.

1 lb. can, $2.50



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Box 25A, South Sudbury, Mass.

SUDBURY Laboratory MANUFACTURERS OF QUALITY PRODUCTS FOR OVER A QUARTER CENTURY

Congratulations—

To the St. Petersburg Y.C.—for adopting the JUNIOR HOLIDAY as its one-design MORC class!

25' JUNIOR HOLIDAY — $4490

• 10 H.P. Kermath • 940 lb. keel • Enclosed head • Stainless galley & ice box • African mahogany planking • Glued seams, bronze fastenings • Light displacement • Can be customized to MORC rules • Round bilge • Trails at 40 m.p.h. on all-steel ROADSKIPPER Trailer, equipped with lights, brakes, springs—$550

These experienced yachtsmen—veterans of the Southern Ocean Racing Circuit and of Lightning Class competition—have selected the Junior Holiday as the *ideal combination* of ocean racer and a hot one-design . . . with neither the cost of one nor the discomfort of the other.

You, too, can thrill to the exhilaration of one-design competition—yet enjoy the comforts of a true auxiliary: galley . . . head . . . refrigerator . . . foam rubber mattresses . . . and ten reliable horses to get you out to the line—and in for supper when the breeze dies with the sun.

You'll find the JUNIOR HOLIDAY an ideal single-hander for an afternoon's sail. She's small enough for racing 'round the buoys in the Bay . . . yet seaworthy enough to handle anything you will meet in weekend off-shore races or cruises. Perfectly balanced, she's a joy to sail—you'll need just one finger on the tiller even when reaching in half a gale!

She's a beauty, too—with the pleasing classic lines of a graceful 40-footer scaled down. *And an excellent investment at far less than the cost of a domestic boat of similar size and quality.*

To learn how you—and your fellow skippers at the Club—can sail a JUNIOR HOLIDAY this summer, send today for free illustrated brochure.

HOLIDAY YACHTS, INC., Dutch yards build many other fine yachts under American supervision. We'll design a custom boat for you—or build from your own designs. Because of our 75% lower labor costs we can save you thousands of dollars. *Ask us to prove it by bidding on your new boat—whether sail or power.*

HOLIDAY Sailor
22'3". Sleeps 2-4. Enclosed head. Easy-to-trail. $3050

30' HOLIDAY
Offshore cruiser, racer. $7990

35' HOLIDAY Mariner
Perfect for the offshore circuit. $13,000

36' HOLIDAY Bermudian
Fast, easy-to-handle. $19,990.

HOLIDAY Explorer
Especially designed for a World cruise—at the price of a coastwise cruiser. $30,000

70' HOLIDAY HAWAIIAN—Cruises 14 knots under twin diesels. Exceptionally seaworthy—designed after North Sea patrol boats. Rain water piped below for long cruises. W.t. fishing cockpit aft. Sliding partitions convert double guest stateroom into separate rooms. Extra large engineroom, room for toolbench, spares, etc. Twin beds and large lockers in owner's stateroom.

SORRY FOLKS

We won't be seeing you at the boat shows this year. We are so busy supervising the construction of high quality Dutch-built yachts that we have no personnel available for the shows. Chances are, though, there's a Holiday Yacht near you. Write us and we will tell you where.

Quality Built Holland Yachts—American Supervision

E. M. JOHNSON
Centerport, L.I., N.Y.
Northport 3-3362

Holiday Yachts, Inc.

CAPT. W. E. HARRINGTON
Lighthouse Pt., Pompano Beach, Fla.
Tel: 3-1218

It's time for a HOLIDAY!

Local representatives:

WIN TICE
154 E. Erie St.
Chicago 11, Ill. SU 7-0940

CAPT. W. J. HAMMERS
19935 Joann
Detroit 5, Mich.

A prediction for 1956:

A. C. Boat & Engine Works
Adams Boat Co.
Alberni Engineering Ltd.
Albina Engine & Machine Works
Alderdice Woodcraft Co.
Allen Boat Works
American Steel Yacht Corp.
Andy's Boat Yard
T. C. Arndt Sales Co.
Arnold Boat Works
Atagi Boat Works
Ralph Authement
L. S. Baier & Associates
Baker Manufacturing Co.
Ballentine Brothers
Barbour Boats, Inc.
Barthelme Boat & Equipment Co.
Bartlett's Island Shipyard
Bay City Boats, Inc.
Bellingham Shipyard
Albert Bernert
Birchfield Boiler Works
Blanchard Boat Co.
S. O. Blix
C. E. Bower
Roy Breaux Shipyard
Bristol Boats
Brown Bros. Boat Co.
Bryants Marina
S. A. Bryden
Asa Buck
Buechel Sheet Metal Co.
Burton Shipbuilding Corp.
Calcasiev Shipbuilding Corp.
Calkins Craft
Canal Marine Repairs
Harvey Canal Shipyard
Asa Canon
Cape Cod Marine Service, Inc.
Celtic Shipyards Ltd.
Century Boat Co.
Chapman's Boat Basin
E. A. Chappell Boat Works
Jos. Charpentier Shipyard
Chris Boat Yard
Chris-Craft Corp.
Harry Clan Shipyard
Jos. V. Clayton
Cochiara's Shipyard
Colonial Boat Works, Inc.
Columbia Boat Building Co.
Columbia River Packers Assn.
Commercial Marine Construction
Correct Craft, Inc.
Vic Franck Boat Co.
H. L. Freund Boatyard
Friday Harbor Shipyards
C. C. Galbraith & Son
Gilliken Brothers Boat Works
Grandy Boat Co.
Greavette Boats, Ltd.
Grew Boats Ltd.
H. C. Griebe & Co., Inc.
Guarisco Construction Co.
Gulfmaster Boats
Gulfport Shipbuilding Corp.
Hacker Boat Co.
Hanley Hydrojet, Inc.
Hans Hansen Welding Co.
Harms & Smalhall Shipyard
Harrison Marina, Inc.
Hefner Boat Works
Higgins, Inc.
Huckins Yacht Corp.
Hunter Boat Works
Hutchinson's Boat Works
Ilwaco Boat Works
Inland Seas Boat Co.
International Yacht Sales
Andy Jacobsen
Jafco Marine Basin, Inc.
Jeffersonville Boat & Mach. Co.
Jensen Motor Boat Co.
Albert Jensen & Son Inc.
Joe's Shipyard
Johnson Bros. Boat Works
Forrest Johnson
Hubert S. Johnson Boat Manufacturer, Inc.
Palmer Johnson's Boat Works
Sam Jorgensen Boatyard
Kargard Boat & Engine Co.
Karl Tank Shipyard
Kawkawlin Wood Products
Kazulin & Cole
Kelly Shop
Kettenburg Boat Works
Kishi Boat Works
Kohler Craft
Lafayette Motor Boat Works
Lafitte Shipyard
Al Larsen Boat Works
Larsen Marina
Marian Lauderbach
John Leek & Sons
Ivy Lewis
Long Beach Marine Co.
Lund Boat Works
Pat O'Connel Boat Builder
Olmstead Shipyard
Olsen-Montgomery Yacht Corp.
John Olson & Sons
Quilliber Boat Works
Paasch Marine Service
Pacesetter Boats Inc.
B. M. Parks
Patterson Shipyard
Patterson Shrimp Co.
Hans Pedersen
Knut Pedersen Boat Yard
Pensacola Bahia Mar
Perma Craft Corp.
Don Philbrick Boat Works
Platts Boat Service
Pleasurecraft Marina
Point Clear Boat Basin
Portland Boat Works
Steve Powell Shipbuilding
Puget Island Boat Works
Puget Sound Boat Building Co.
Pullen's Boat Works
Randall Boat Works
Richardson Boat Co., Inc.
Cliff Richardson Boat Works
Roamer Boat Co.
Russell-Hipwell Engine Co.
John Rybovich & Sons
Sadlus Marine Railway
Sagstad Shipyards
Frank L. Sample & Son, Inc.
Sangstercraft Boats Ltd.
Sassafras Boat Co.
Scariano Boats
Sewart Seacraft
Seyfert & Wright
Shepherd Boat Ltd.
Siletz Boat Works
Silverton Boat Works
Sam Siracusa Shipyard
Skaynes Boat Shop
Skipper Craft
South Bend Boat Shop
South Coast Co.
Stamps Home-Auto Supply
Stancraft Corp.
Standard Boat & Motor Co.
Stephens Bros. Inc.
Sterling Shipyards
Stevenson's Boat Yard
Stoltz Boat Works Ltd.
Summer Boat Works
Summer Boat Co., Inc.

These boatbuilders—

now regularly installing

Chrysler Marine Engines—

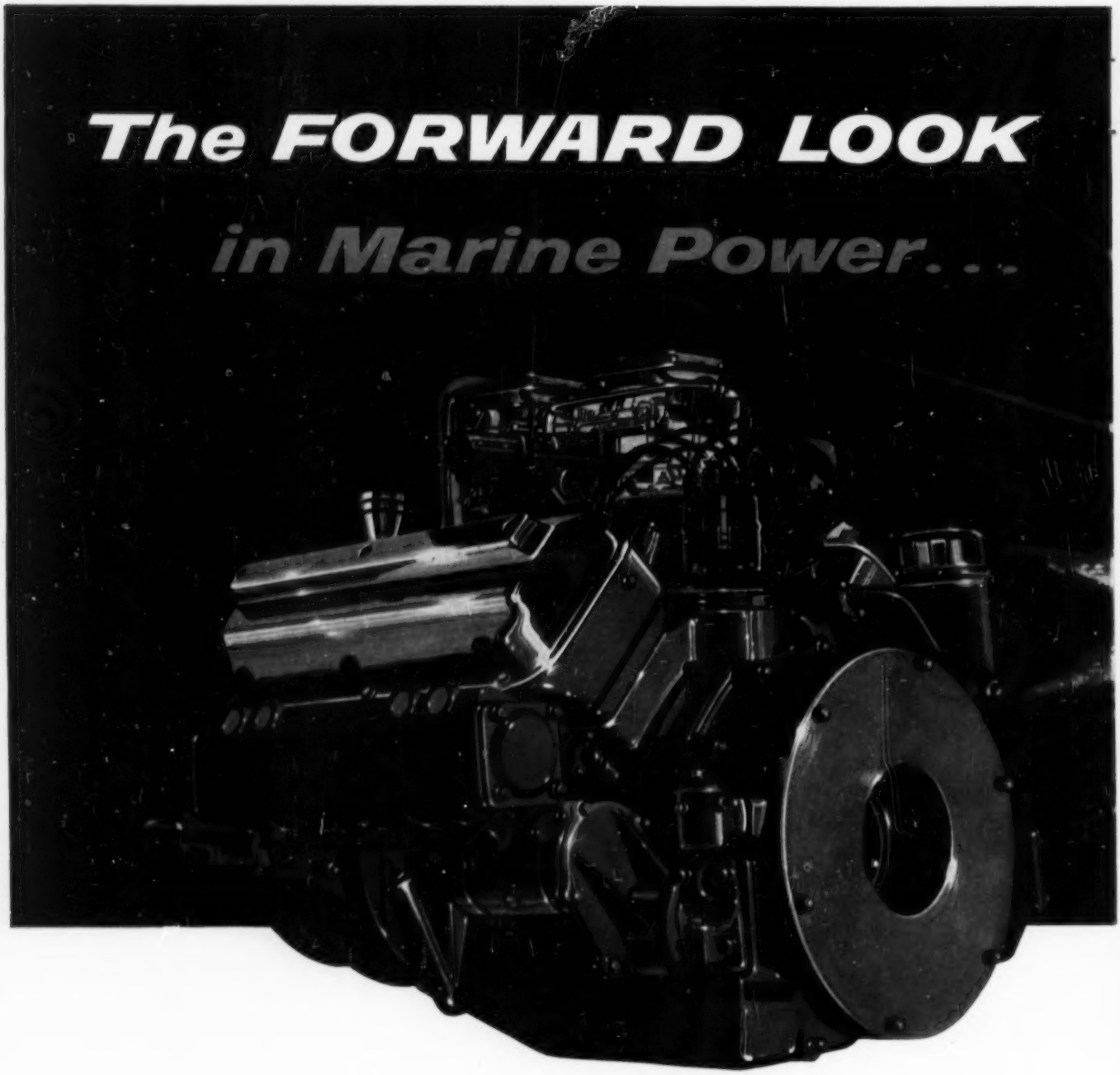
will find more and more customers looking to . . .

Crestmark Cruisers Corp.
Crosby Yacht Bldg. & Storage Co., Inc.
Cruizon Boat Co.
Cummings Boat Co.
Cuthburtson Boat Works
Daniels Brothers
M. M. Davis & Son, Inc.
Delaney Boat Lines
Howard Dolph Boat Works
Dolphin Boat Works
Drake Craft Boat Co.
Driscoll Bros. Boat Works
Tim Driscoll
Dubuque Boat & Boiler Co
E. Duet
Ellis Duet Shipyard
Morris & Wilfred Duet
Roland Duet Shipyard
Emile Dufrene Shipyard
Duke Boats Ltd.
E. W. and A. P. Dupont, Inc.
Eddon Boat Co.
Eddy Craft
Edmonds Marine Ways
Edwards Boat Yard
Egg Harbor Boat Works
G. Elliott
Equitable Equipment Co.
Fletcher Bay Boat Works
Forder Boat Works
Lyman Boat Works, Inc.
MacBay Boat Co.
MacKenzie Boat Yard
McQueen Boat Works
S. Madil Ltd.
John Manley Ltd.
Marcomb Marine Supply
Mardesick
Marine Construction Co.
Marine Construction & Design
Marine Sports Supply
Mariner Boat Co.
Marinette Marine Corp.
David A. Mason
Frank G. Mason
The Matthews Co.
H. A. Maybee Boat Co.
Mayea Boat Works
Mitchell Boat Co.
Monson Boat Co.
Moran Boat Shop
Morehead City Shipbuilding Co.
Morgan Yacht Co.
Nakade Boat Works
Nau's Boat Works
Nautical Engineering Co.
Neiman Boat Co.
J. W. Nolan & Sons
Norse Boat Works
Northwest Boat Yards
Templat Shipyard
Terry's Boat Works
C. E. Thompson
Tollycraft
Tripple & Everett Marine Ways
Tucker Automarine
Turner Boat Works Ltd.
Ulrichsen Boat Works
Vedo Ursich
Vasted Boat Works
Vermilion Engineering Co.
Wade & Chamberlain
Wahl Boat Works Ltd.
Warrenton Boat Works
Weldcraft Steel Co.
Weldit, Davit & Boat Div. of Continental Copper & Steel Ind., Inc.
Western Boatbuilding Co.
Wheeler Shipyard Co.
Whitlcar Boat Basin
Williamson Boat Works
M. W. Willis & Sons
Williston Boat Works
Wilson Shipyard
Hans Wolf Boat Co.
Wrang Shipyard
Yamanaka Boat Works
Youngquist Boat Works
Heath Youngquist Boat Co.
Zabel's Sea Skiff & Yacht Works

(Boatbuilder addresses upon request: Dept. 21, Marine Engine Division, Chrysler Corporation, Trenton, Michigan)

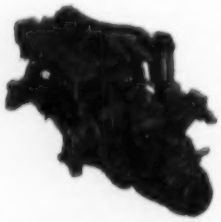
The FORWARD LOOK

in Marine Power...



America's No. 1 Marine Engine

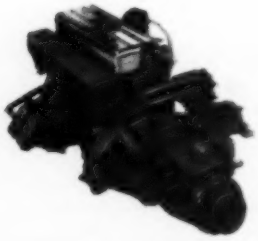
Your choice of V-8s or Sixes



ACE (M-46)
95 h.p. In-Line 6 Engine

ACE SPECIAL (M-46S)
110 h.p. In-Line 6 Engine

CROWN (M-47)
125 h.p. In-Line 6 Engine



CROWN SPECIAL (M-47S)
135 h.p. In-Line 6 Engine

1956 CHRYSLER

Oversquare Short-Stroke

V-8 Marine Engines

CHRYSLER MARINE V-8s

Ahead of the Trend to Shorter-Stroke

Undersquare—Smaller Bore than Stroke | Square—Same Bore and Stroke | Chrysler **Oversquare**—Larger Bore than Stroke

First and Only **oversquare,** short-stroke V-8 engine designed and built for marine service . . . hemispherical combustion for greater power and efficiency plus **oversquare** short-stroke construction where it really counts—in marine engines which usually operate at high speeds and high power output.

You get all the advantages of short-stroke: less piston travel . . . pistons and all moving parts operate at slower speeds . . . resulting in greater power from same amount of fuel, cooler engine operation, longer engine life.

The Royal V Special at 150 horsepower, Imperial V Special at 200 horsepower and the 250 horsepower Imperial V•250—each Chrysler Marine V-8 for 1956 puts something fresh, new and wonderful into powerboating.

Smart mariners will head for the nearby Chrysler Marine Engine Dealer or inquire of their boat builder. A 1956 Chrysler Marine Engine Catalog awaits you, simply write: Marine Engine Division, Chrysler Corporation, Trenton, Michigan.

You are cordially invited to see

CHRYSLER MARINE ENGINES

displayed at 1956

National Motor Boat Show

Kingsbridge Armory, New York

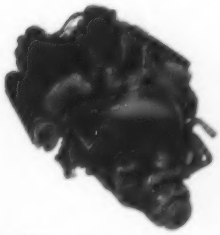
January 13 to 22

CHRYSLER

MARINE ENGINE DIVISION • CHRYSLER CORPORATION

ROYAL V SPECIAL (M-44S)
150 h.p. V-8 Engine

MAJESTIC (M-49)
160 h.p. In-Line 6 Engine



IMPERIAL V SPECIAL (M-45S)
200 h.p. V-8 Engine

IMPERIAL V-250 (M-45SP)
250 h.p. V-8 Engine

TWO FINE YACHTS by AMERICAN CRAFTSMEN

AURORA IV AFTER DECK

AURORA IV

67'-6" BEAM 16' DRAFT 4'-6" CRUISING SPEED 12 KNOTS

RUMAK III *built for Mr. & Mrs. Wm. W. McKelvy of Pittsburgh, Pa.*

79'-6" BEAM 16'-6" DRAFT 4'-9" CRUISING SPEED 14 KNOTS

DECK HOUSE

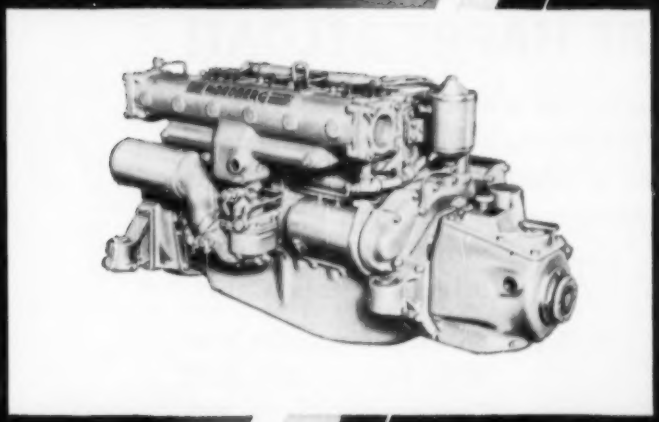
JOHN TRUMPY & SONS, INC.

ANNAPOLIS, MARYLAND

America's Foremost Custom Yacht Builder

NORDBERG

look to Nordberg in 1956
. . . for a NEW HIGH
in performance—dependability
and sheer boating pleasure



Each year, since the production of the first Nordberg Gasoline Marine Engine, new improvements in design and operation have helped to establish the ever-increasing popularity of these modern engines among boat owners and builders from coast to coast.

In 1956, all seven Nordberg Gasoline Marine Engine models, from the 60 hp *COLT* up through the power-packed 155 hp *KNIGHT*, will give you a *new high* in *performance*—in *dependability*—and in *sheer boating pleasure*. . . . through additional refinements in design and construction that make the 1956 engine line the best ever to bear the famous *Nordberg* name. Be sure and see the improved Nordberg models for '56 before you decide on *any* marine engine.

NORDBERG MFG. CO., Milwaukee 1, Wisconsin

See all seven NORDBERG ENGINES at the 1956 Boat Shows!

NEW YORK
SPACES B-31 & B-32
January 13 through 22

CHICAGO
SPACES 354 & 355
February 3 through 12

NORDBERG
GASOLINE MARINE ENGINES

©1956, Nordberg Mfg. Co. G156P

"42" **FLYING BRIDGE** Double Cabin is the luxury model of the fleet. Sleeps 6, the ideal floating home for the whole family. This model on display at New York Motor Boat Show, January 13 through 22.

Five PERFECT WAYS TO BE HAPPY AFLOAT!

THE 1956 series of Matthews 42-footers achieves a new high in classic design. Smooth, flowing lines of conservative beauty reflect the fine taste of Matthews owners everywhere. • A new note of interior design and styling is incorporated in all five models from the smart new Martinique Express to the Luxurious Flying Bridge Double Cabin.

Be sure to see the new Matthews at the Boat Shows or drop in and visit your nearest dealer.

Which model do you prefer?

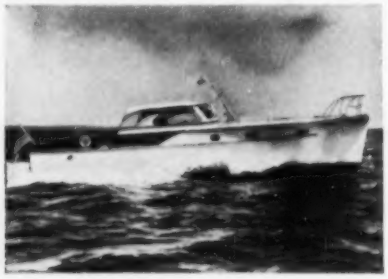
We'll gladly mail you a free circular and price list.

"42" **SPORT** Fisherman is the favorite model of the deep-sea angler. Sleeps 5 and features an aft cockpit 20-feet long for fishing.

"42" **CONVERTIBLE** Sedan is one of the most popular models we have ever built. Sleeps 6 and converts from an open to a closed model in two minutes.

"42" **DE LUXE** Sedan, available in several varying interior plans, sleeps 6 and is considered one of the all-time favorite models everywhere.

"42" **MARTINIQUE** Express is for the fisherman who has a waterfront home and likes to entertain a large group. Smartest cruiser of the year!



THE MATTHEWS CO.
PORT CLINTON 2, OHIO
DEALERS COAST-TO-COAST
In Miami: **Matthews Cruisers, Inc., 1825 Biscayne Blvd.**

"Wherever you cruise . . you'll find a Matthews"

"VINELAST"® RED MEANS DEATH

To Barnacles and Other Fouling Marine Organisms that Can Ruin Your Hull and Cut Speed and RPM Up To 25%

WOOLSEY TEST PLATES like this are systematically exposed in severe fouling waters throughout the world. Note how the edges of the panel, which are painted with ordinary hull paint, are heavily fouled, whereas the "Vinelast" Red painted "W" remains smooth and clean.

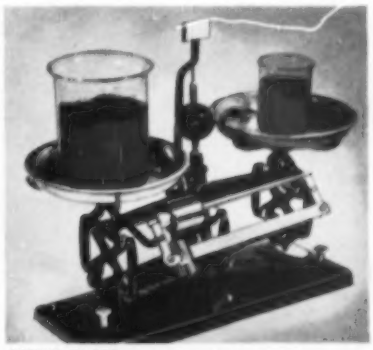
THE MALABAR X – famous charter schooner, was painted early in May with "Vinelast" on the starboard hull, and with another anti-fouling paint on the port hull. At haul-out, four months later, the port hull was badly fouled, while the "Vinelast" painted area was completely clean.

Get Season-Long Protection

Ordinary bottom paints often foul badly after a couple of months under water. And that means a mid-season haul-out for you – together with extra expense and the loss of many pleasant boating hours. That's why so many smart boat owners have found it pays to be sure with "Vinelast" Anti-fouling Racing Finish, which prevents fouling and borers for at least a full season, and definitely outperforms ordinary anti-fouling paints. In fact, we have verified reports of tests where "Vinelast" has gone 18 months under water without fouling – and is still going strong! Here's why . . .

Over 4 Times More Barnacle-repelling Copper Oxide

Every good anti-fouling paint releases a toxicant to repel the attachment of marine organisms. Of all the toxicants used, copper oxide is the most effective. The more copper oxide, the greater the fouling resistance. "Vinelast" holds *over 4 times more copper oxide* than the average bottom paint! The "Vinelast" plastic resin formulation that makes this possible was perfected in the Woolsey laboratories and offered by Woolsey as the first product of its kind following World War II.



ACTUAL PHOTO of the amount of barnacle-repelling copper oxide contained in 1 gallon of "Vinelast" as compared with that in ordinary anti-fouling paint.

Fast, Economical, Carefree Boating

We have in our files hundreds of enthusiastic comments from boat owners who have used "Vinelast." Racing boat men report that "Vinelast" keeps bottoms in racing condition throughout the season. Power boats get increased speed and RPM, decreased fuel costs due to lessened hull friction. And "Vinelast" is so impermeable that one coat at lay-up time prevents opening of seams by greatly retarding drying out during "dry" storage.

"Vinelast" excellent on Fiberglass...

. . . as well as on wood, plywood and metal bottoms. Popular with both producers and owners of fiberglass boats, "Vinelast," by its very chemical nature, clings tightly to the hard, glass-smooth surface – overcomes problems of blistering, peeling and non-adhesion. "Vinelast" is applied directly on new or raw wood and fiberglass; on metal, use our special Woolsey primers. Launching can take place 3 hours after painting, and Vinelast's deep red is permanent.

Serving at Sea Since 1853

WOOLSEY®

MARINE PAINTS

Ask your Woolsey Dealer for free literature on "Vinelast" or write us direct.

C. A. WOOLSEY PAINT & COLOR CO. INC., 229 E. 42nd St., New York 17, N. Y.

Popular 16-ft. Outboard Express Cruiser sleeps two; has ventilating screened port lights, space for pump-type toilet! Thrill to outboard speeds to 27 mph, overnight cruises, sun and fun unlimited . . . at a rock-bottom winter price — only **$710!**

Trim 15-ft. Cavalier — a smartly-styled, exciting performer; exceptionally maneuverable and packed with thrills! Powerful 60-hp engine provides speeds to 30 mph. Don't wait . . . step into this inboard runabout at low winter price of only **$1635!**

New value-packed 1956 Chris-Craft

Sleep *four* in the **new 22-ft. Express Cruiser with Flying Bridge!** There are twin Vee berths forward with space below starboard berth for toilet, and a berth abaft to starboard — plus a comfortable lounge that converts to still another berth. Features include 65½" headroom in cabin, ventilating windows, galley space, wrap-around cabin and flying-bridge windshields. Inboard (above) offers engines to 95 hp, speeds to 27 mph. Outboard model takes one or two motors. Buy now from low **$2095** for outboard model.

Give your spirits free rein in the **17-ft. Cavalier** — another low-cost beauty, and every inch a Chris-Craft in performance. Engine options from 60 to 131 hp; sizzling speeds from 28 to 38 mph. Buy *now*, while 5% saving is in effect! From **$1845.**

New 20-ft. Cavalier — with engine options from 95 to 158 hp, speeds from 28 to 36 mph — has power to spare for cruising fun, water sports. Seats six comfortably; offers the swift lines that have made Chris-Craft first choice. Budget priced from **$2385!**

Plywood Boats, the big buys of the year!

For limited time...low winter prices save you 5%!

Now you can capture the world of Chris-Craft boating thrills and pleasures at prices you can easily afford! Here are big-value Chris-Craft cruisers and sleek runabouts of full-length-panel marine plywood . . . a rugged material that, together with expert craftsmanship, enables Chris-Craft to build staunch, fast, seaworthy boats to meet the most limited budgets.

In addition! If you act now, while special, low winter prices are in effect, you may choose the boat and equipment that fulfill your boating dreams . . . *and save 5%!*

New adventures, thrilling speeds, cruising and exploring your favorite waterways, fishing, water sports, vacationing afloat, or lazing in the sun — pick your pleasure, enjoy unlimited fun in the boat that embraces world-famous Chris-Craft styling *and* performance. But act *now* . . . to save 5% . . . to be first on the water with a beautiful, low-cost 1956 Chris-Craft Plywood Boat — the *big* boating buy of the year!

Visit your Chris-Craft dealer *today*, or write us for brochure.

Prices quoted are low winter prices at factory, subject to change without notice.

Chris★Craft

PLYWOOD BOAT DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICHIGAN

MOTOR BOATS • MARINE ENGINES

BOAT KITS • OUTBOARD CRUISERS • SEA SKIFFS

WORLD'S LARGEST BUILDER OF MOTOR BOATS

New 21-ft. Cabin Cruiser comes as an inboard (above) — engines to 95 hp, speeds to 29 mph — or as an outboard for one or two motors. Full 65½"-headroom cabin has fully-enclosed toilet room; two 6'4" berths. Choice of extras includes sink, icebox, stove, fresh-water system, dining table, pilot seat. Don't miss out on low winter prices! Outboard model is priced from only **$1895.** Order yours now for early delivery.

NEW "CELASTIC" FABRICS WOOD TOUGHENER DUMBBELL PUDDENING

We are doing something crazy at the Boat Shows: We are exhibiting materials that are not yet on sale. The reason we are exhibiting is because we want you to know what's coming. The reason they are not yet for sale is that they have not yet been sufficiently tested at sea. In the laboratory they look pretty good and we think they will look good at the Boat Shows. Of course, the most complete tests we can make will not uncover everything. You can't live long enough. But before these goods are put on sale, we will discover and correct most of the weaknesses God's mighty sea will reveal.

New "CELASTIC"* Fabrics

The first of these is a cotton fabric impregnated with polystyrene. It will have the merit of being cheap. It won't be any better than the old "Celastic"—maybe not quite so good, but still good enough. We are not satisfied with it yet, and think we can improve it.

Then, we will show a nylon "Celastic". It will have the merit of greater dry strength, considerably greater wet strength, less capillary attraction, and somewhat improved elasticity. It is not satisfactory yet because we have not been able to impregnate both sides of the nylon. We will also have cellulose nitrate impregnated "Dacron"† and "Orlon"†. In some ways these look better than the nylon. And, finally, we will have a loose-woven nylon like the stuff they make stretchable socks from. Theoretically this will be wonderful for decks, but we don't really know yet.

New Wood Toughener

By far the greatest number of reported failures on "Celastic" (estimated to be about one-half of one percent of our applications) have been failures of the wood to which the "Celastic" is applied. We have been working for three years to toughen the wood. We can now furnish one satisfactory wood toughener and by Show time we may have as many as four.

New Dumbbell Puddening

We have been working on this for years. Now we think we've got it. Dumbbell Puddening is a fendering (to you lads brought up in the language of the automoblie) to protect the gunwales of small boats and topsides of bigger boats they bump into. In cross-section it is like a dumbbell with two bells of soft sponge rubber. The middle section (which the hand would grasp if it were a dumbbell in fact) has a core of steel wire mesh, which is deeply imbedded into each bell. The bells and the wire mesh are heavily coated with rubber. The whole thing is then covered with 10-ounce canvas, mildew-proofed, strongly stitched with three stitchings of nylon twine and provided with brass grommets for screw attachment to the boat.

There are, in general, two ways of applying this puddening. Both beads can be placed over the side of the gunwale, or one bead can be placed on top of the gunwale, the other on the side. Inasmuch as the cushioning surface is double, it can be reduced greatly in size and still furnish adequate cushioning effect.

Small size makes it neat and attractive and enables you to row without having the puddening bounce the oars out of the row-locks. It is easy to attach and equally easy to remove for repainting the boat. It is believed that, because of its tough canvas covering, it will stand more abrasion than any other puddening I have seen. The real joy of it, however, is in the price. The small size (3/8" core) sells for **39c** a foot—**45c** a foot for the large size (1/2" core). We have worked very hard to get the price down low and for that reason we have used ordinary steel in the web. Stainless steel would have made this cost as much as the older puddenings. We have taken every precaution to prevent the rust from working through, but wherever there is steel there is a possibility of rust and where there is rust there is a possibility of its working through to the surface. Therefore, this puddening is not guaranteed against rust, which can always be hidden by a little paint.

Distribution is just starting. Until your yard or dealer stocks it, we will be glad to ship at the above prices in any desired length. Parcel post paid on all except c.o.d. orders. No fractional foot sold.

"Celastic" for Your Boat

We would like to sell you "Celastic" right at the Boat Shows, but please don't ask us to guess how much it will take to cover any particular boat. Come prepared by measuring in advance the surface you intend to cover. Take a square foot of cardboard and lay it on the surface as often as it will fit in. Then we can answer your questions intelligently. Remember that the new "Celastics", if they prove good in service, will be recommended only for unusual conditions and for boats that are in very bad condition. The current "Celastic" which has been marketed for thirty years in industry and which has been applied to boats in applications about 99% successful, is still the "Celastic" which the majority of boatowners should apply. There is nothing the matter with the old type "Celastic" but what we are trying to prevent is failure of the boat and not of the "Celastic". If you don't come to the boat shows, you can order from the price list at the end of this advertisement.

Chilled Varnish for Winter Use

We will show our Chilled Varnish of course, but we don't have to talk about that any more. Our customers tell *us* how wonderful it is. But what we wish to stress right now is that this varnish can be used in the winter in conditions of temperature and humidity in which you cannot use any other varnish. If the temperature is above freezing and it isn't actually raining or snowing or in conditions of dense precipitating fog or falling dew, you can use this varnish successfully. Winter is good get-acquainted time for Chilled Varnish. We will send it anywhere in the United States for **$2.95** per quart. Postage prepaid on all except c.o.d. orders.

3-Ton Adhesive

You can play with 3-Ton Adhesive as well as with "Celastic" right at our booth. Mix it up, stick things together, take them home. Bring along anything you want to have repaired and we will repair it for you for free.

Note to Exhibitors: If any of your displays, signs, etc., get smashed, come to our booth and we will fix you up.

3-Ton Adhesive sells at **$3.96** for about one-half pint. Jumbo size (makes about one gallon) **$32.** Postage paid on all except c.o.d. orders. Three types of powder: Natural, Aluminum and Mahogany; two types of activator: slow and fast.

*Reg. U.S. Pat. Off. by The Celastic Corporation
†Reg. U.S. Pat. Off. by E. I. duPont de Nemours & Co.

"CELASTIC" Price List

Thick "Celastic" fabric for big boats and hull repairs where additional structural strength is required—48" wide,
Per lineal yard **$8.00**
Thin "Celastic" fabric for decks, waterproofing, etc. 46" wide
Per lineal yard **6.40**
Amateur Dunk— Per gallon **5.60**
Per 5-gal. drum **16.66**
New Super Dunk—slow-setting, superior adhesion, especially to metal.
Per gallon **7.70**
Per 5-gal. drum **29.15**
Patching Cement Per quart **3.33**
Metallic Filler Per quart **3.40**
Full instructions with each order. Transportation charges collect. No fractional yds. or gals. sold. Order 1 gal. Dunk for 3 lin. yds. thick or 5 lin. yds. thin + 1 gal. "for the pot." Add 50% for outdoor winter use. Add 100% for outdoor summer use.

H. A. CALAHAN, INC. 859 Mamaroneck Ave., Mamaroneck, N. Y.

Telephone: MAmaroneck 9-2082

Olympia
YACHTS
MORE FOR YOUR MONEY
MORE FOR YOUR PLEASURE
Step aboard and you, too, will discover why more and more families are *Going Olympia*. All Mahogany and built to the highest standards, Olympias are skillfully designed for thrilling performance beyond compare — styled for roomy comfort and beauty. There's an Olympia for every purpose: Prams, outboard Runabouts, cabin cruisers and skiffs for inboard and outboard power. Every model offers *more* for your money, *more* for your pleasure. See them now at your Olympia Dealer.
EXPORT: Direct shipments to all ports of the world. Export price list available on request.
BIG ILLUST.
CATALOG
for 1956
showing
all Olympia
models. Mail 25¢ coin
for postage and handling.
OLYMPIA YACHTS division of U-MAK-IT products
706 WHITTIER STREET • BRONX 59, NEW YORK

9 out of 10 Inboard Engine Builders Choose Auto-Lite!

Acadia Gas Engines, Ltd.
Aerojet-General Corp.
Arnolt Corporation
Brennan Motor Manufacturing Co.
F. L. Juchanan, Ltd.
Chris-Craft Corporation
Chrysler Corporation
Gray Marine Motor Company
Dearborn Marine Engines, Inc.
Hallett Manufacturing Company
Harnischfeger Corp.
Hercules Motor Corporation
Kermath Manufacturing Company
Lathrop Engine Company
Michigan Marine Motor Company
Nordberg Manufacturing Company
Owens Yacht, Inc.
The Palmer Engine Company
Red Wing Motor & Mfg. Company
Scripps Motor Company
Star Marine Engine Works
Universal Motor Company
U. S. Motors Corporation

Wherever you cruise, you'll find

AUTO-LITE

Authorized Service nearby

THE ELECTRIC AUTO-LITE COMPANY • Toledo 1, Ohio • Toronto, Ontario

OLYMPIA YACHTS division of U-MAK-IT products
706 WHITTIER STREET • BRONX 59, NEW YORK

Acclaimed!

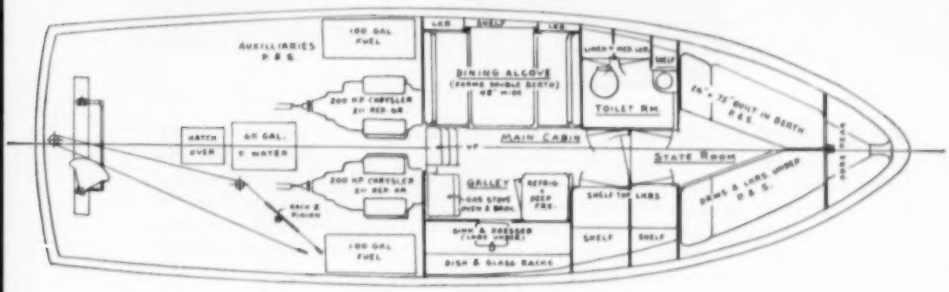
By deep water sailors from Maine to Florida . . .

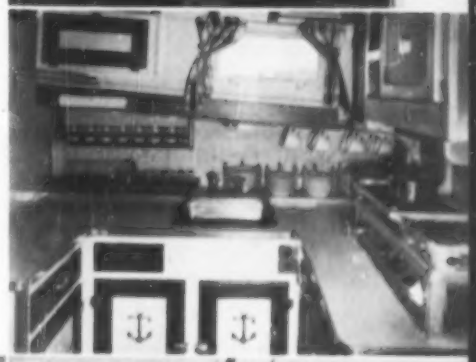
Smart lines— The "42" Fisherman!

The Frank L. Sample Built "36" and "42"
. . . offered in Sedan Cruiser, Utility and "Fisherman" models.

Comfortable Accommodations!

Below decks arrangement on Down East "36" . . .





The "36" Joins The Sample Fleet! The above sketch is the basic layout for the Down East "36" hulls. L.O.A. 36′ 6″, Beam 11′ 6″, Draft 3′. Like the "42" the new speedy "36" has been designed for comfort, ease of operation and maintenance. The "36" sleeps four.

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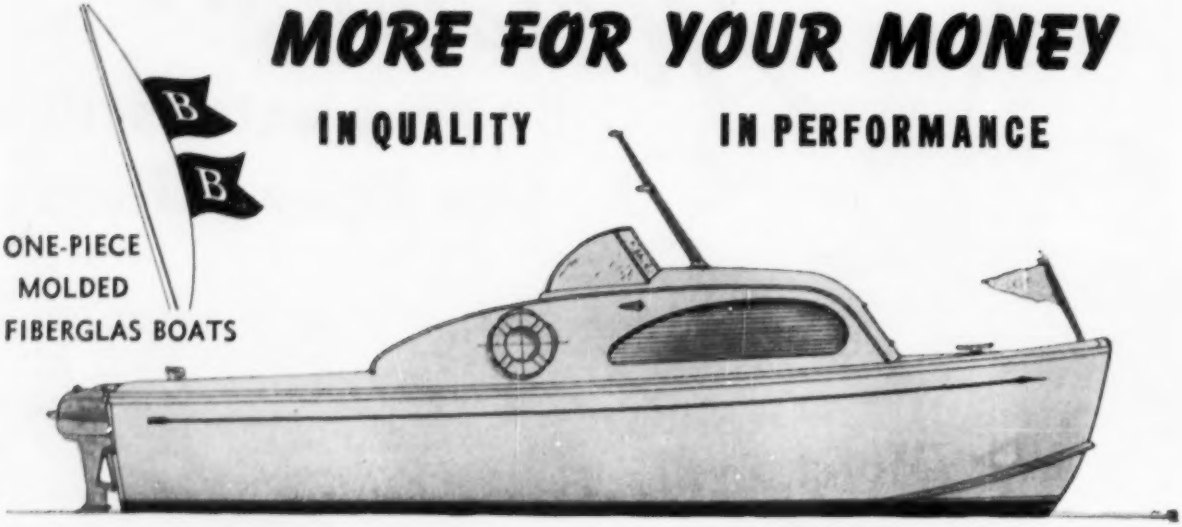

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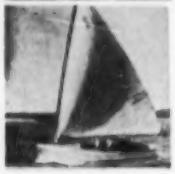

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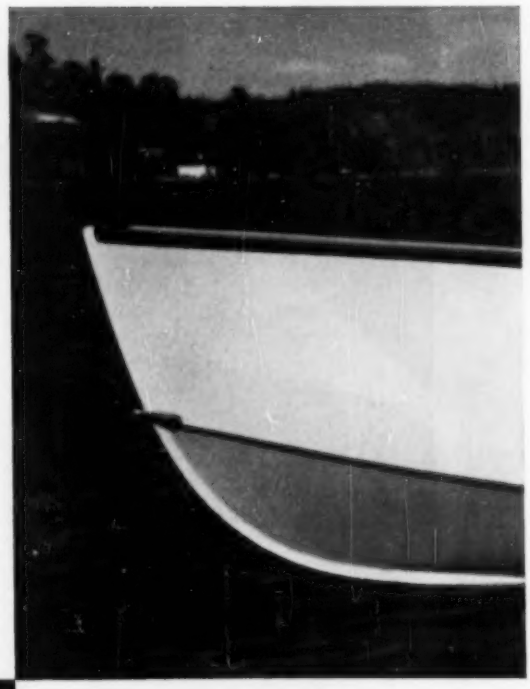

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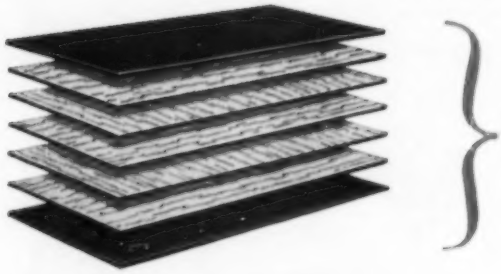

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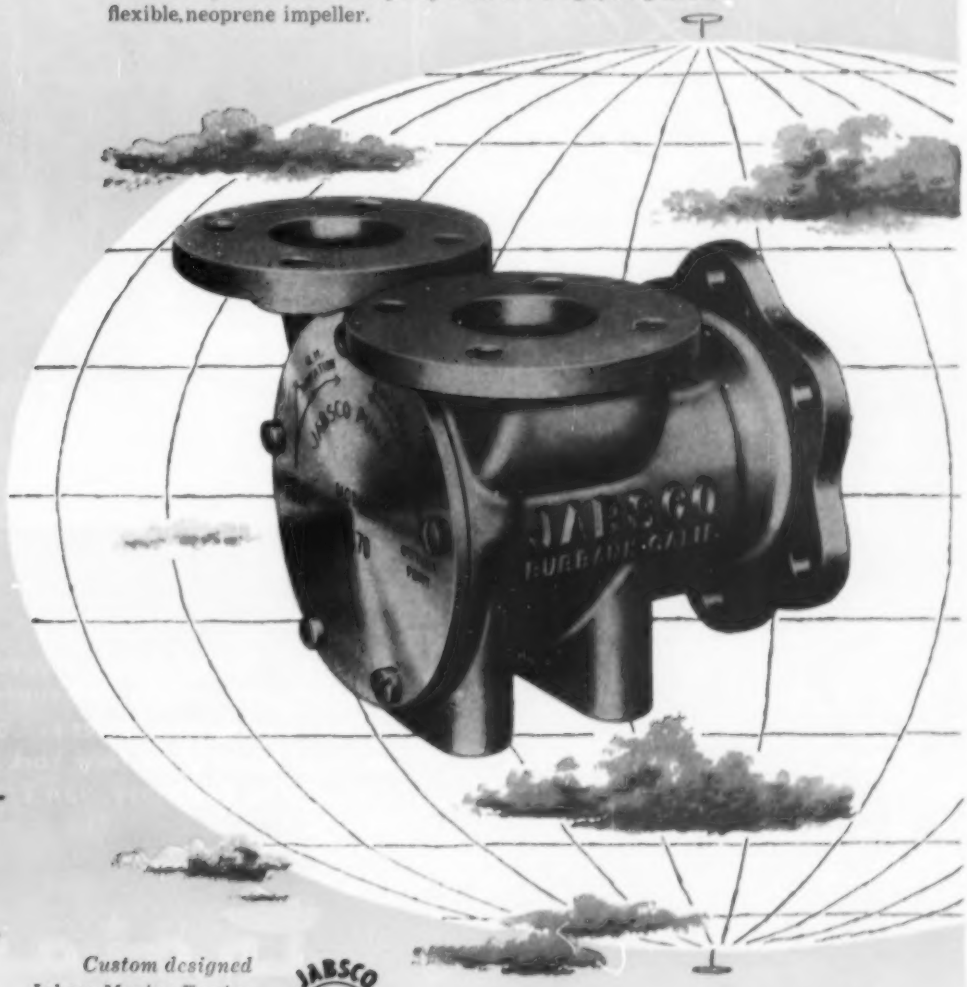

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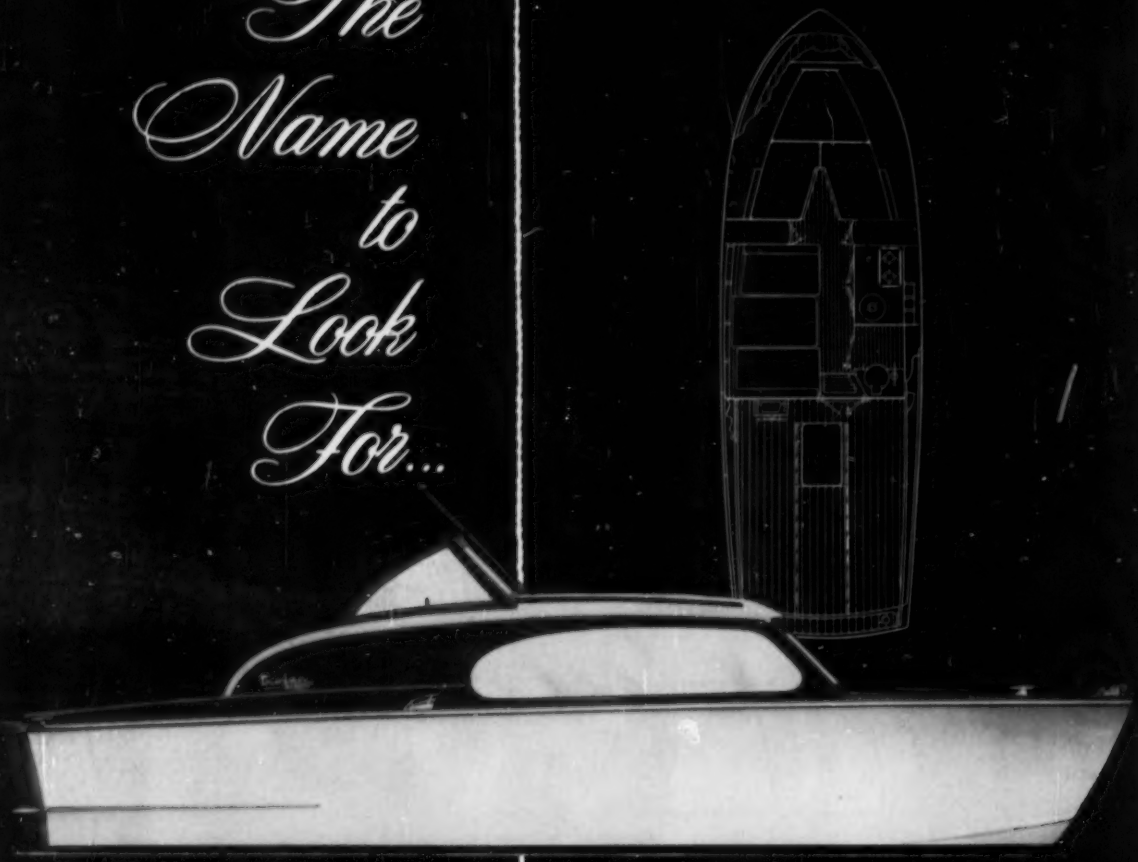

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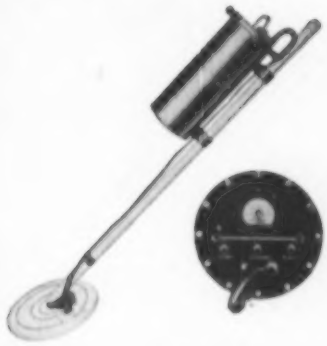

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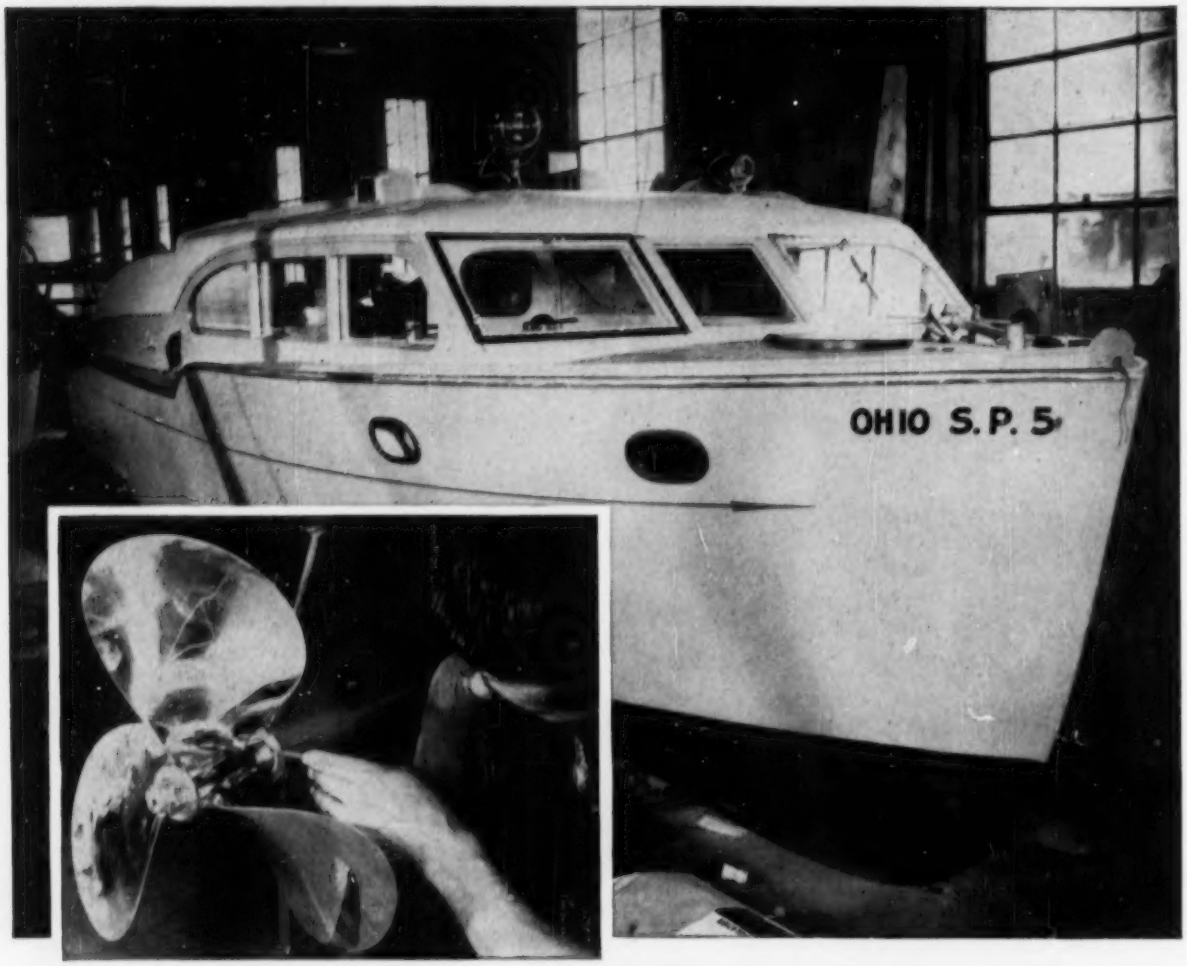

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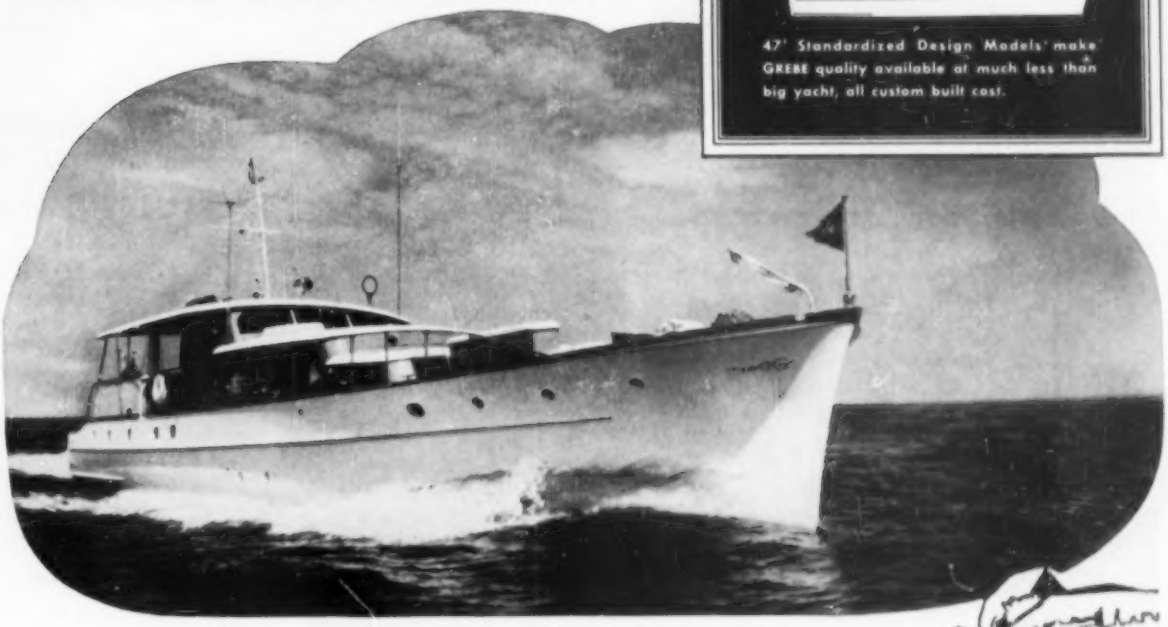

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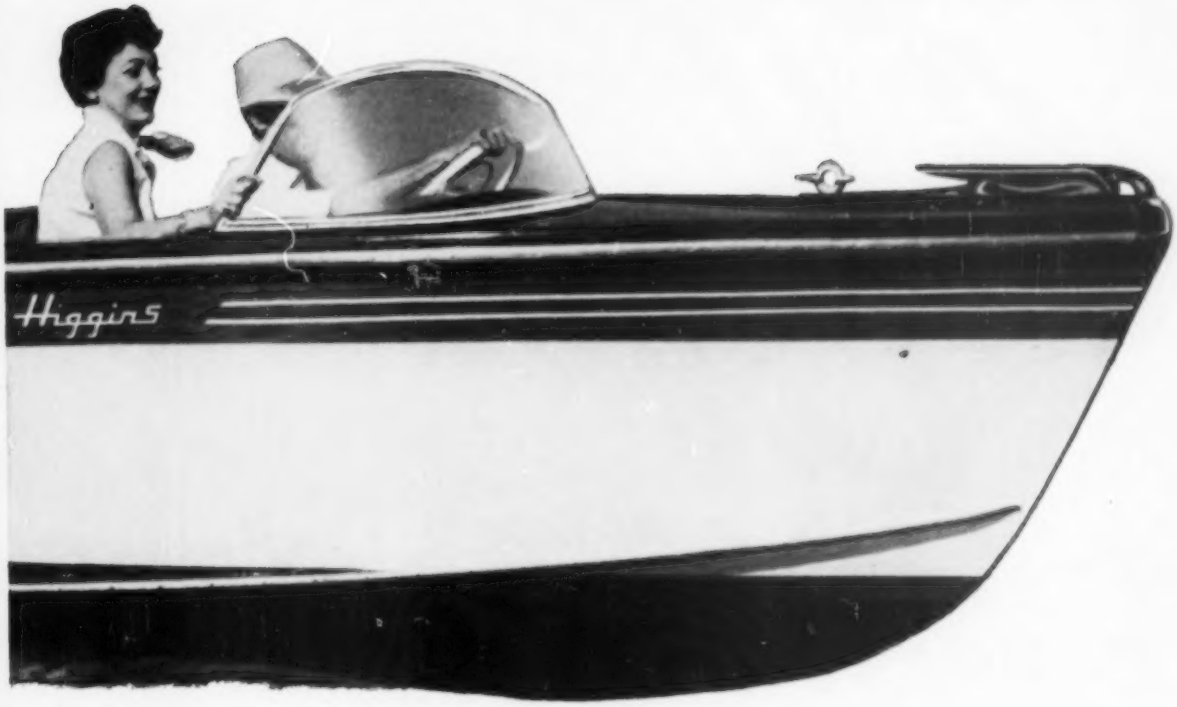

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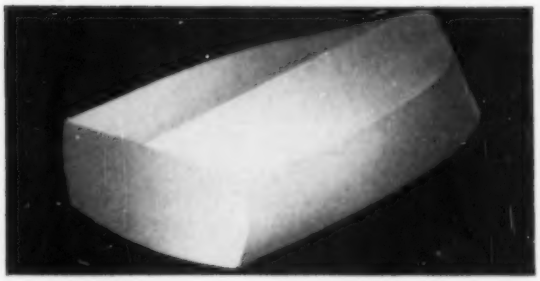

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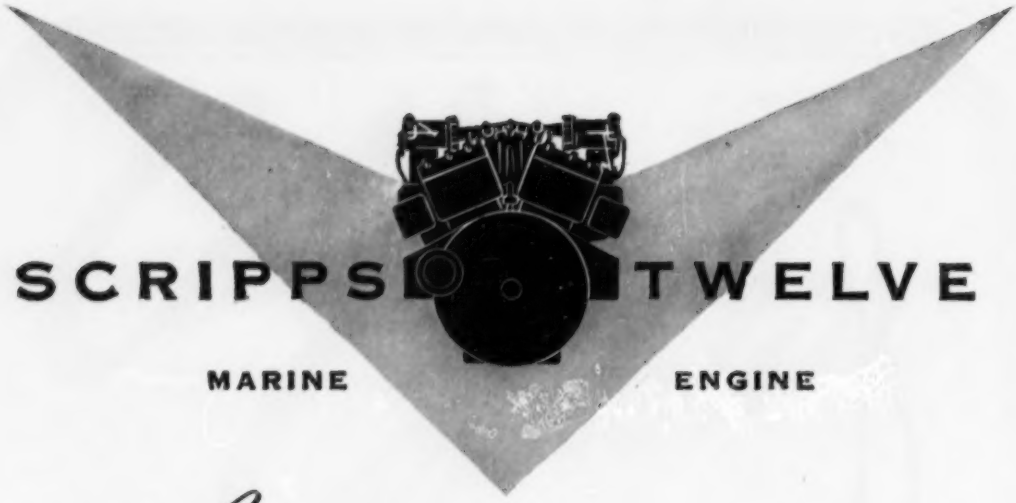

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It is *not* a conversion of a car engine. It's *all marine*, built to deliver brilliant performance when the faring is fine and bulldog dependability in heavy weather.

It is used in fine boats all over the world—even in areas where dollar exchange is still critically scarce more Scripps V-12 engines are being installed today than any comparable power.

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SPECIFICATIONS

Serie:	H.P.	R.P.M.	Cu. in. Displ.
STANDARD MODELS			
30	50	3200	134
90*	95	3000	230
100*	110	3000	320
339*	140	3200	339
150	185	3000	447
160	175	2400	548
170	200	2400	611
200	225	2400	678
300 V-12	**350**	**2600**	**894**
SPECIAL HIGH SPEED			
4-60	60	3400	134
6-95*	95	3000	230
6-110*	110	3600	236
6-130*	130	3200	320
6-145*	145	3200	339
DIESELS			
7000*	79	2600	255
8500*	84	2600	298

*Hydraulic reverse gears optional—extra. Optional reduction gear ratios available for all models.

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Naval Architects—Dair N. Long and Associates
Specifications: 39'6" x 11'7½" x 3'3"
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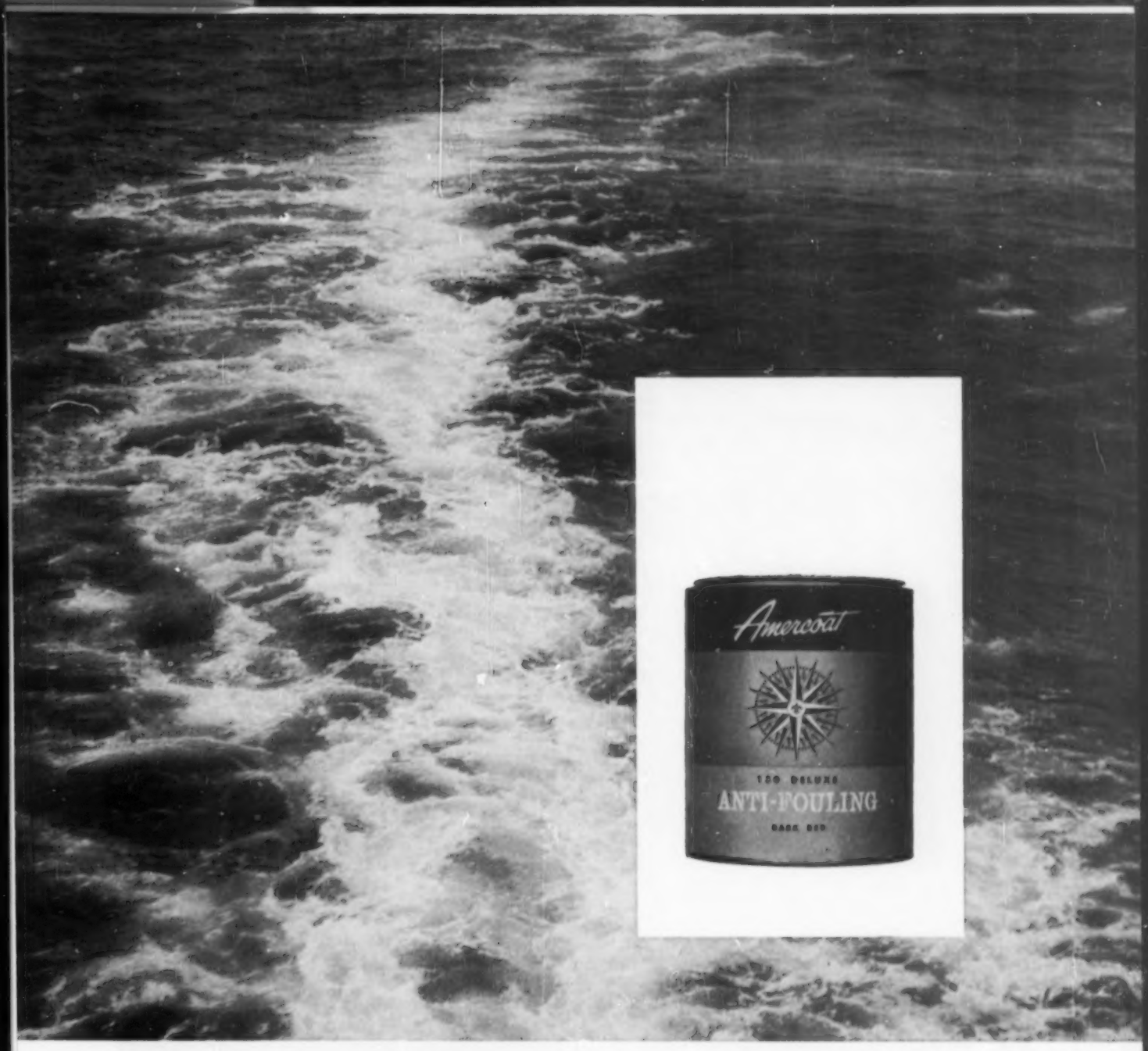

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#47Y24—**ELCO** 47' 1948 sedan, accommodations for 6 in owners party, 2 in crew, twin 1952 Chrysler engines. One of the most immaculate and well equipped boats of her type and size ever offered on the market. Ideal for family use. Also available are 35' and 40' ELCO sedans, twin screw.

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#57Y22—**BURGER** 57' 1950 flush deck, twin GM diesel yacht, 3 double staterooms, 2 baths, large inventory of equipment. Comfortable, spacious yacht, ideal for island cruising. Also available 50', 53' and 58' models.

#60Y19—**ANNAPOLIS** 60' 1948 flush deck diesel yacht, twin 110 GM's, 3 doubles, 2 baths, large salon, excellent equipment, includes heat, radio tel., teak decks.

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35' 1948 ELCO sedan, twin 1954 Chryslers, accommodations for 6, extensive inventory. Attractive buy.

40' 1949 MATTHEWS sedan, Plan A, twin 1954 Nordbergs, sleeps 6, large inventory, attractive buy.

42' 1953 CHRIS-CRAFT Commander twin 160 CC engines, sleeps 6, large cockpit, attractively priced.

42' 1953 CORRECT CRAFT flush deck DCFB twin 185 Grays, sleeps 8, 2 lavatories, shower. Over $15,000 in equipment, offered at real value.

46' 1955 CHRIS-CRAFT Constellation flush deck, twin 200 HP CC engines, accommodations for 8, large inventory, new boat at tremendous saving.

50' 1947 BURGER 1947 twin GM diesels, steel hull, accommodations for 7, large flush lounging deck, large inventory, real buy.

50' 1947 ANNAPOLIS DCFB twin 1950 GM diesels, accommodations for 6, top condition.

55' 1952 WHEELER promenade flush deck yacht, twin GM diesels, accommodations for 8, plus crew. Extensively equipped. Attractive offering.

61' 1938 TRUMPY houseboat, twin Superior diesels, accommodations for 6, plus 3 in crew. Recently refinished and refurnished. Fabulous condition.

62' 1952 CHRIS-CRAFT flush deck twin GM diesels, accommodations for 8, plus 3 in crew. Large lounging deck. A most desirable boat.

64' 1946 WELLS design PETERSEN built, GM diesels, large flush lounging deck. Accommodations for 6. Fine sea boat.

65' HAND design motor sailer, 1947 Mack diesel, accommodations for 8, plus crew. One of the best motor sailers offered on the market today.

82' 1952 HOLLAND built twin GM diesels, flush deck, accommodations for 6, plus crews' quarters, extreme of comfort and livability. Ideal off-shore yacht.

87' CUSTOM BUILT CRUISING HOUSEBOAT, twin Cooper Bessemer diesels, luxurious accommodations for 8, plus crew, beautiful furnishings, attractively priced.

#53Y30—**CHRIS-CRAFT** 53' 1954 flush deck Constellation, triple screw, accommodations for ten, well appointed and fitted out boat with many items of extra equipment. Offered at a very low price.

#64Y06—64' Dutch built steel flush deck diesel yacht delivered November, 1953, twin GM diesels, spacious accommodations for six, two lavatories and bath. Excellent sea boat, ideally suited for use in Florida and the Bahamas. Offered at a price far below replacement cost.

#70Y10—**PETERSEN** built 1946 70' double planked mahogany flush deck yacht, twin GM diesel. Spacious, comfortable accommodations for six and owner's party. Excellent furnishings and equipment. In full commission—available also are a number of desirable flush deck cruisers from 50' to 70'.

#77Y19—**RHODES** designed 77' Burger built 1947 diesel motor sailer, ketch rigged. Spacious accommodations for 6 in 3 staterooms with 2 lavatories. A rare opportunity to secure one of the finest motor sailers offered on the market today.

#34Y37—**CHRIS-CRAFT** 34' 1949 DCFB, dual controls, quarter deck model, twin 1944 CC engs., accommodations for 6, 2 lavs., large galley and encl. deckhouse, radio tel., dink, unusually comfortable.

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Design
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57' GM TWIN DIESEL FLY BRIDGE ELCO; sleeps 6 owner's accommodations with 2 WC's and shower, 2 crew berths and head forward; twin 6-71 GM's; deep freeze and refrigerator; RDF; ship to shore telephone; completely rewired throughout, refinished, refurnished and redecorated 1954; new luxurious sun deck with teak slat deck added; Bendix automatic pilot—one of Elco's most popular models; offered only due to change in owner's plans—available for sale or charter Florida. Lyon & Barney #0423.

POWER

26' 1954 CHRIS-CRAFT FLY BRIDGE SEDAN; sleeps 4, Bendix ship to shore, 2 fishing chairs, fully found, New York area. Lyon & Barney #0514.

27' 1947 ELCO; sleeps 4; 1953 Flagship engine; completely refinished. Lyon & Barney #0518.

31' 1951 BALTZER SEDAN CRUISER; sleeps 5; very completely found; good condition. Lyon & Barney #0510.

33' MORTON JOHNSON SEDAN SKIFF; sleeps 4; twin Chrysler Crowns new 1947 and completely rebuilt, fine condition; New York area; asking $7,000. Lyon & Barney #0303.

33' 1950 CHRIS-CRAFT SEDAN CRUISER; Twin 95 HP motors, sleeps 4. Lyon & Barney #0517.

34' 1950 CHRIS-CRAFT COMMANDER; sleeps 6; ship to shore; fully equipped; located Georgia. Lyon & Barney #0502.

35' TWIN SCREW 1950 HUBERT JOHNSON; sleeps 2; R.C.A. ship to shore; Raytheon Sniffer; Show Boat model; very handsome boat; New York area. Lyon & Barney #0511.

39' TWIN SCREW BALTZER SEDAN CRUISER; accommodations for 6; electric lavatory; sword fishing equipment including pulpit; RDF; ship to shore; asking $10,500; near New York. Lyon & Barney #0163.

50' CUSTOM CRUISER; two double staterooms separated by main deck salon; 2 WC's—an old boat but very desirable at $2,500. Lyon & Barney #0473.

85' JOHN WELLS TWIN GM DIESEL YACHT; luxurious for 8 in owner's party; large deep freeze; teak hull; recently completely overhauled; attractively priced, in Florida. Lyon & Barney #0190.

MOTOR SAILERS

41' DIESEL KETCH MOTOR SAILER; built 1947 from design of Frederic Parker; sleeps 5, 2 lavatories; dual steering including pilot house; teak decks; good performer under sail—estate sale asking $22,500, near New York. Lyon & Barney #560.

42' 1948 SCHEEL MOTOR SAILER; twin Chrysler Crowns; sleeps 5; spacious deck house. Lyon & Barney #0228.

50' TWIN SCREW KETCH MOTOR SAILER; designed by Herreshoff, built by Lawley; accommodates 6 in afterguard, 2 forward; Lathrop engines new 1950; large deckhouse; asking $21,000. Lyon & Barney #0223.

60' HAND DIESEL MOTOR SAILER; accommodations for 6 owner's party including 2 double staterooms, 2 electric lavatories, crew fo'c'sle; 1948 GM 6-71 diesel; new teak decks, extensive equipment. Lyon & Barney #409.

45' HUCKINS "GRAND MANAN" SPORT FISHERMAN; built 1953 and repowered 1954 with twin Chrysler 200 HP V8 engines; accommodations for 6 plus 2 forward, WC with shower; electric refrigeration; automatic pilot; Fathometer; ship to shore; fluid heat; complete fishing gear; kept in excellent order by professional captain; offered due to untimely death of owner, in Florida. Lyon & Barney #0331.

33' 1952 SCANDANAVIAN SLOOP; sleeps 4; 25 HP Universal motor; bronze fastened; handsome natural mahogany interior; SS rig; complete sail inventory. Available only as owner purchasing motor sailer, exceptionally good condition cared for by careful owner; attractively priced. Lyon & Barney #620.

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25' DOUBLE ENDED CUSTOM SLOOP; built Sweden 1939; sleeps 2; Arnolt motor—little ship with great character; New York area. Lyon & Barney #512.

26' CASEY CRUISING SLOOP; sleeps 4; 25 HP Universal Atomic 4; SS rig; completely found; New York area. Lyon & Barney #614.

30' TRUMPY CRUISING CUTTER; 1950 Palmer 45 HP engine; sleeps 4; sailing dinghy; Ratsey sails; teak decks; inspected and recommended; New York area. Lyon & Barney #480.

36' 1953 RHODES CB SLOOP; accommodates 4 including double stateroom; Knutson built to high requirements, bronze fastened, lead keel, mahogany planked, fine sail locker by Ratsey and also Reiser; New York area. Lyon & Barney #603.

37' 1937 ROUE SCHOONER; sleeps 4; 1953 Gray; built by Peirce and Kilburn. Lyon & Barney #621

39' SPARKMAN & STEPHENS KETCH; Kretzer built, very capable boat. Lyon & Barney #446.

40' 1953 ABEKING & RASMUSSEN YAWL; Gray Sea Scout; sleeps 4; exceptionally equipped yacht located Connecticut. Lyon & Barney #619.

41' 1943 RACING/CRUISING YAWL; 1954 Universal Atomic 4; composite construction; ship to shore; complete sails; asking $8500 Florida. Lyon & Barney #616.

43' ATKIN KETCH; 50 HP Gray motor; sleeps 6; asking $15,000. Lyon & Barney #519.

50' 1937 NEVINS RACING/CRUISING YAWL; 65 HP Gray engine new 1954; accommodates 6 plus 1 crew forward; for sale and charter Florida. Lyon & Barney #563.

52' GM DIESEL CB KETCH; Munroe designed; sleeps total 7—real home afloat—asking $12,000 New York area. Lyon & Barney #617.

56' ALDEN CRUISING YAWL; comfortable for 8; Gray engine; beautifully built with double planked hull; teak decks, Honduras mahogany trim. Lyon & Barney #600.

56' SPARKMAN & STEPHENS-NEVINS YAWL; sleeps 6; 1955 Gray — an exceptional boat. Lyon & Barney #622.

65' 1950 ALDEN DIESEL YAWL; available only as owner building much larger yacht—ship to shore, Depth Recorder; fully found with every possible equipment; large sail inventory; attractively priced. Lyon & Barney #613.

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No. Y-15351—FOR SALE—Fast twin screw sport fisherman 33′ x 10′ x 2′6″, built 1955 by Morton Johnson, the well known Bayhead builder. An opportunity to buy an almost new boat. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

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61′ Mathis houseboat
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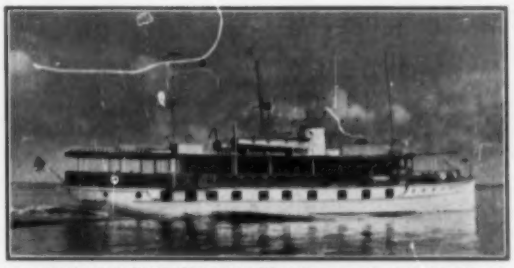
64′ Huckins Diesel
77′ Steel yawl
80′ S&S motorsailer
80′ Trumpy houseboat
102′ Diesel schooner
103′ Mathis houseboat
127′ Steel Diesel yacht



No. Y-5002—FOR SOUTHERN CHARTER—For one who is looking for the last word in comfort and conveniences in Florida, this 98′ Diesel yacht built by Mathis, is probably the best. Her main saloon is 28′ long and her accommodations include two double and three single staterooms. Top flight crew. Consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-15109—FOR SALE OR CHARTER IN FLORIDA—55′ twin screw custom built Diesel yacht. Large deck saloon, two double staterooms, two baths. General Motors power. Double planked hull, teak deck, large after cabin. A boat for a discriminating yachtsman. For further information consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-7400—In our possibly biased opinion, the Week Enders with four berths, full headroom, large cockpit, easily handled rig and full width galley, built by Lawley from our designs, are a hard boat to improve on. We have two for sale. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-8849—FOR SALE—Concordia yawl 38′10″ x 28′6″ x 10′ x 5′8″, built 1953. Large main cabin, double stateroom, lavatory and galley. A dangerous contender in races sailed under the Cruising Rule. For further data consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

No. Y-8753—FOR SALE—77′ Rhodes designed steel ketch. One of the finest yachts of her type on the market today. Large deck saloon, three double staterooms, General Motors Diesel power and probably the most completely equipped of her size that we know of. For plans and specifications see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

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B-10404—14'x17'x4'6" Lawley 1929. Twin G.M's overhauled 1952. 2 dbls., 2 singles, 3 baths. Very well equipped. Florida.

W-9003—90x16x6 DeFoe rebuilt 1945-6. Twin Diesels 1948. 2 dbls., 2 singles, 3 baths. Very complete. Florida.

L-8702—87'x17'x6' DeFoe. Twin Diesels rebuilt 1953. 3 dbls. 2 baths. Florida.

S-8502—85'x17'x8' Wells designed Ocean going Yacht. Twin G.M's. 2 dbls, 1 single, 2 baths. Has crossed Atlantic under own power. Florida.

A-8402—84'x16'x5'6" Flush deck Yacht by Morton Johnson 1946. Twin G.M's 1954. 3 dbls., 3 baths. The utimate in comfort.

S-8101—81'x14'6"x4'6" Fly Br. Consolidated 1928. Twin G.M's. 2 dbls. 3 baths. Well equipped. Florida.

M-7703—77'x20'x4'6" Conversion by Luders. Twin 275 h.p. G.M's 1953. 3 dbls. 2 baths. Excellent. Florida.

S-7405—75'x13'6"x3'6" Fly Br. Grebe 1932. Twin diesels 1951, 3 dbls, 2 baths. Top condition.

C-7007—70'x14'7"x4'4" Annapolis 1940. Twin Cummins Diesels 1948. 2 dbls. 2 baths. Excellent equipment.

E-6801—68'x18'x4'4" Custom Yacht. Steel construction. 1953. Twin G.M's 1955. One of the most outstanding cruising yachts available. All elec. galley including washing machine and dryer. Equipped for extended cruising with over 4,000 mile cruising range. Unusual opportunity, Florida.

A-6501—65'x16'x4'. Custom Flush deck cruiser. Twin G.M's. 3 dbls. 3 baths. Florida.

M-6405—64'x15'x4'6" Peterson built Flush deck Yacht 1946. Twin G.M's 1949. 2 dbls. 2 baths. Exceptionally spacious. Florida.

G-6404—64'x16'x4' Flush deck Yacht 1953 Steel hull Teak superstructure and decks. Twin G.M's. 3 dbls. 3 baths. Excellent equipment and condition. Florida.

M-6311—63'x15'6"x4'. Flush deck Burger 1950. Twin 200 G.M. diesels. 3 dbls. 2 baths. Excellent value.

P-6303—63'8"x14'8"x3'9" Flush deck Grebe 1937. Twin G.M's 1951—3 dbls. 2 baths.

J-6205—62'x16'x3'5" Flush deck Chris-Craft 1951. Twin G.M's 2 dbls. 2 baths. Top condition and equipment. Florida.

B-5708—57'x14'x3'6" Fly. Br. Elco 1941. Twin G.M's. 2 dbls. 2 baths. Exceptional equipment and condition. Florida.

H-5702—57'x14'6"x5' Flush deck Burger. 1948. Twin G.M's. 3 dbls. 2 baths. Very well equipped. Florida.

E-5604—56'x13'x4' Fly Br. Dawn. 1941. Twin G.M's 2 dbls. 2 baths.

S-5502—55'x14'6"x4' Wheeler Promenade with cockpit. Twin G.M's 2 dbls. 2 baths. Top condition and equipment. Florida.

L-5501—55'x12'x3'6" Custom Spt. Fisherman—Twin G.M's rebuilt 1953. Tremendous cockpit. Quarters for 5 below. Florida.

T-5406—54'x12'10"x3'9" Fly Br. Annapolis 1939. Twin G.M's rebuilt 1955. Sleep 6. 1 bath, plus crew. Southern waters.

F-5312—53'x13'9"x3'6" Fly Br. Elco 1941. Twin G.M's 2 dbls. 2 baths. Exceptional equipment. Florida.

L-5205—52'x12'6"x3'6" Fly Br. Dawn. 1936. Twin 200 h.p. Chryslers 1954. 2 dbls. 2 baths plus crew. Exc. Equipment and condition. Florida.

#S-6004—60'x15'3"x4'6" Steel Custom built Flush deck Yacht. Twin G.M's rebuilt 1953. Owners cabin sleeps two with exceptionally large adjoining dressing room. 1 single. In Florida.

#Q-5402—54'x14'6"x4'3" Annapolis Flush deck 1947. Twin G.M's 3 dbls. 2 baths. In top condition & excellent equipment. In Florida.

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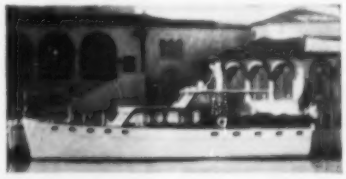

#H-5315—53'x14'8"x3'3" Flush deck Custom Cruiser 1955. Steel construction by Dolman of Holland—Twin G.M's. 3 dbls. 2 baths. Must be seen to be appreciated.

#I-3006—30'x10'x2'6" Custom Spt. Fisherman 1949. Twin 145 h.p. C.C. 1952. Aqua clear filters. Sleeps 3 or 4. Loaded with extras. In Florida.

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POWER

C-5025—50'x13'9"x3'10" Wheeler Promenade with cockpit. 1952 Twin G.M's. 2 dbls. 2 baths. Many extras. Florida.

M-4812—48'x13'8"x3'9". Spt. Fisherman by Wheeler 1952. Dual controls. Twin G.M's 2 dbls. 1 bath. Complete equipment. A top offering which won't last long on the market. East Coast.

F-4713—47x12'2"x4'6" Custom Spt. Fish 1947. Top side controls. G.M. diesel rebuilt 1955. Unusual. Fla.

S-4705—47'x12'8"x3'10" Annapolis 1946. Twin G.M's. 2 dbls. 2 baths. Fla.

S-4701—47x13'1"x3'3" Elco Sedan 1948. Twin Chrysler's 1954. 1 dbl. 1 bath plus crew. Unusual opportunity. Fla.

P-4612—46'x11'x3'2" Matthews Sedan 1936. Twin Nordbergs 1953. Sleeps 7. 1 bath. Air conditioned. Fla.

G-4513—45'x14'x3'6" Custom Sedan 1937. Twin diesels overhauled 1955. Sleeps 6. 1 bath. Excellent. Fla.

S-4220—42'x11'2"x3'6" Adams Price Spt. Fish. 1952 Twin Chryslers. Sleeps 5, 1 bath. Teak decks. Tops. Fla.

O-4112—41'x12'3"x3'4" Fly Br. Spt. Fish. by Wheeler 1951. Twin Packards. Excellent equipment. Fla.

P-4036—40'x12'3"x3'2" Wheeler Sedan. Topside controls. Twin Chryslers. Very clean and well equipped. Florida.

L-3912—39'x11'x4'7" Custom Spt. Fish. 1950. Twin Kermaths. Walk around decks. Excellent. Fla.

H-3910—39'10"x12'2"x3'10" Spt. Fish. Fly. Br. Stonington 1950. Twin diesels 1953. Sleeps 4 plus 2 in crew. Steadying sail.

T-3804—38'x12'x3' Wheeler Sedan with top side controls 1954. Twin 200 h.p. Chryslers. Sleeps 5. Fla.

H-3802—38'x11'6"x3'6" Fly. Br. Spt. Fish. by Adams Price 1947. G.M. diesel. Sleeps 3. Excellent equipment. Fla.

S-3603—36'x14'x2'9" Sedan Spt. Fish by Colonial 1949. Top side controls. Twin Chryslers 1952. Sleeps 6. Excellent condition and equipment. Fla.

M-3606—36'x11'6"x2'9" Elco Sedan 1948 Twin 155 h.p. Nordbergs. Sleeps 5. Fla.

C-3416—34'x11'6"x2'6" Spt. Fish. by Correct Craft, 1954. Twin 200 h.p. Grays. Unusually fast. Tops Fla.

L-3304—33'x10'8"x2' Spt. Fish. by Morton Johnson 1955. Twin 155 h.p. Nordbergs. Sleeps 2. Large cockpit. Unusual opportunity. East Coast.

J-3114—31'x9'6"x2'7" Matthews Spt. Fish. 1950 Twin Chryslers Fla.

HOUSEBOATS

HI-7801—78'x17'x4' N.Y.Y.L. & Eng. Co. Twin Diesels. 2 dbls. 2 singles, 2 baths. Very comfortable and in excellent condition. Owner wants offer. Fla.

HP-6502—65x15'7"x4' N.Y.Y.L. & Eng. Co. 1924 —Twin Grays 165's. 2 dbls. 1 single, 2 baths. Excellent & comfortable. Fla.

HS-6301—63'10"x16'6"x3'6" Mathis Houseboat 1922. Twin 135 h.p. Nordbergs. 2 dbls. 1 single, 2 baths. Very well equipped. Fla.

HI-5503—55'x14'2"x4'6" Houseboat 1925. Twin Lathrops rebuilt 1952. 1 dbl. 2 singles. Bath. Exceptional condition. Fla.

F-3516—35'x11'x2'6"—Steel Burger Houseboat. 1953. Chrysler power. Sleeps 4. 1 bath. Unusual. Fla.

MEMBER—SOUTHERN YACHT BROKERS ASSOC. • **NATIONAL COVERAGE POWER AND SAIL**

Florida yacht sales inc.

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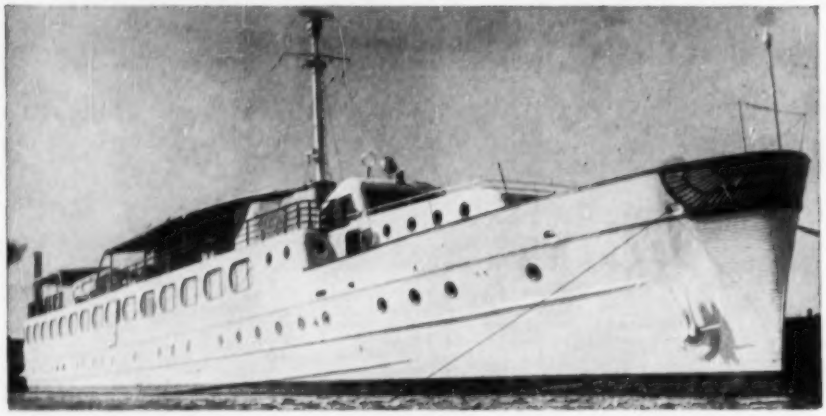
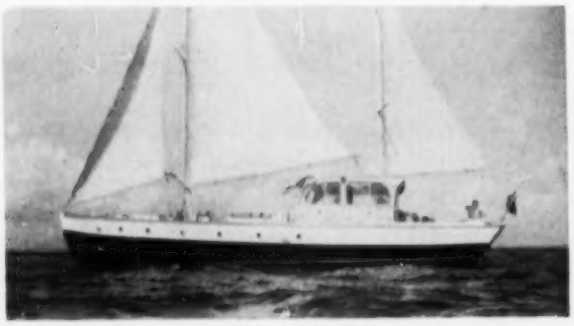
offers - - -



YACHT "GOSSE", 173' of imperial splendor. This yacht was completed in 1948 and cost over a million dollars. Her interior is a work of art as illustrated by the handcarved panel ceilings in the salons and owner's stateroom. All of the owner's quarters are air conditioned by Carrier, equipped with telephone and have private bath. The boat deck is set up for entertaining with bar for more than 100 people. There are two complete galleys. Twin 1800 hp "Hamilton" diesels afford speed to 20 knots with 14 knot cruising. 6,000 mile range at 12 knots. The auxiliary engines, equipment, and electronic navigation features leave nothing to be desired. GOSSE has a "fortune" in spare parts including one spare complete main propulsion 1800 hp engine. Since commissioning, GOSSE has made two trips to Europe and in 1951 won the Grand Prix at Cannes in international yacht competition. GOSSE is available only because her owner has built a larger yacht. An immediate sale is desired. Now available for immediate delivery.

FLORIDA YACHT SALES, INC. **520 Biscayne Blvd., Miami, Fla. Phone 82-4788**

DIESEL MOTORSAILER 48' x 13'6" x 5'6"



This highly successful diesel motorsailer is now available in Florida for immediate sale. She was designed and built by Tiffany in 1937 of long leaf yellow pine on oversized framing and is an able offshore vessel, not too deep (5'6") for inland waters. Roomy and comfortable, her most fastidious owner keeps her in excellent condition. Exclusive of maintenance, $9,000 was spent in the past year equipping and refurbishing this yacht.

ACCOMMODATIONS: Sleeps five plus one crew. Crew berth forward with toilet and basin, next aft owners double stateroom then toilet and shower to port and lockers opposite. The large main cabin amidship sleeps two and full width galley is aft of main cabin. Deckhouse sleeps one. All berths are foam rubber.

EQUIPMENT: 45 Watt Bendix radiotelephone, RDF, Depth Sounder, Automatic Pilot, new 13' Old Town dinghy with outboard, Constavolt charger, 1500 watt aux. generator, electric refrigeration, gas cooking, hot and cold pressure system, electric toilet, etc.

ENGINE ROOM: 110 hp Superior diesel in perfect condition and extremely economical. 450 gals fuel and 400 gals water.

She is being offered with all equipment and fully found ready to cruise at $21,500.

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520 Biscayne Blvd., Miami, Florida Tel: Miami 82-4788

CONSISTENT TOURNAMENT WINNER

This custom built WHEELER Fisherman has probably won more fishing tournaments in Southern waters than any two other boats combined. She was designed and built expressly for big game fishing, but still has comfortable accommodations for five.

Her double planked bronze fastened hull was completely treated with Cuprinol at the time of building. All new teak decks were installed in 1953 (including the fly-bridge).

Fishing equipment: Lookout platform, harpoon pulpit, outriggers, fighting chair, fishing chair, gin pole. Eight custom fitted drawers for fishing equipment, rod holders, rod racks, etc.

Other equipment: 85 watt Pearce-Simpson (with remote control) automatic pilot, dual Morse controls, monel 8 cu. ft. ice box.

Engine room: Twin Chrysler V-8 Imperials, 200 hp each. Engines new in late 1954 and have less than 500 hrs use. Onan generator, shore charger, 32 volt system.

This vessel is immaculate throughout. Her engine room and bilges are as clean as her galley. Offered for immediate delivery in Florida $30,000.

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29' 1953 CHRIS-CRAFT Express. Twin 130's, little use, dual controls, immaculate. $8,250.

34' 1951 DCFB CHRIS-CRAFT. Twin 1954 105's, sleeps 5, loaded with equipment. $12,500.

39' 1940 MATTHEWS Fly Bridge Sedan. Twin 1954 Chrysler 200 hp V-8's. Fully equipped for fishing. Perfect condition. $15,000.

39' 1947 CONSOLIDATED Sedan. Twin 1954 Chrysler Royals. A well-equipped little used yacht. $20,000.

40' 1949 CHRIS-CRAFT EXPRESS. New Chrysler V-8 200's, all fishing equipment, 85 watt Pearce-Simpson, etc. $16,000.

40' 1951 MATTHEWS DCFB. Twin 165 hp Chrysler Royal Specials. Loaded with equipment. $22,500.

42' 1954 DOWNEASTER. Twin Chrysler V-8 200's, fly bridge, sleeps 5, like new condition. $37,700.

42' 1955 MATTHEWS FB Convertible. Twin Chrysler V-8 200's. Better than new condition. Equipped for fishing & cruising.

42' 1934 ELCO Double cabin Cruiser. One Packard 150, fresh water cooled. Super clean condition. Try $8,500.

44' 1948 BURGER FD Sedan Fisherman. Twin 165 hp Chrysler Royal Specials, new 1952. Spotless condition and extensively equipped. $24,000.

48' 1952 (Nov.) WHEELER Cruising Fisherman. Twin GM 6-71's with under 500 hrs. use. A premium quality yacht in every way. $71,500.

50' 1952 WHEELER Double Cabin flush deck with cockpit. Twin GM 6-71's. Well equipped. Try $45,000.

50' 1938 CONSOLIDATED FB Sedan. Twin 1952 Cummins Diesel, good equipment. Asking $30,000.

51' 1947 ANNAPOLIS Cruising Fisherman. Twin 1950 GM 4-71's. Sleeps 6 plus crew. Finest yacht condition. $45,000.

52' 1953 CHRIS-CRAFT Conqueror. Three 160's. Equipment —you name it; she's got it. Asking $40,000.

85' 1951 STEPHENS. Fast Diesel Cruiser, 4 GM 6-71 diesels, three double staterooms, 3 baths, air-conditioned, long-range—(2600 gals fuel, 1400 gals water), teak decks, heavily built, complete inventory. Outstanding value.

68' 1929 CONSOLIDATED. Twin GM Diesels installed 1955, sleeps 7, radio, automatic pilot, fish chairs, outriggers, gin pole, etc. Ideal large sport fisherman at very moderate price. $20,000.

55' 1952 WHEELER. Flush deck cruiser with cockpit aft. Twin GM Diesels. Two double staterooms aft each with bath. Diesel generator automatic pilot, radio, etc. Exceptional condition—very little use.

54' 1947 ANNAPOLIS. Twin GM Diesels rebuilt 1954. 3 double staterooms aft with 2 complete baths. Spacious deck saloon, automatic pilot, RCA radio, 2 fish chairs, CO2, etc. Very fine condition.

45'9" 1953 HUCKINS. Twin Chrysler V-8 200's 1954. Sleeps a total of eight. Two toilets, one shower. Electric refrigerator, gas range. Auto pilot, 85 watt Pearce-Simpson, fathometer, etc. One for sale, two others for charter.

FLORIDA CHARTERS

A large selection fine auxiliaries and motor yachts ranging in size from 30 to 100 feet.

Yachts are available from any Florida port or in the Bahama Islands for periods of one day to a full winter season.

53' 1939 ELCO. Twin GM 6-71's, rebuilt 1955. Super clean condition, teak decks. Try $32,500.

55' 1946 Custom Fisherman. Twin GM Diesels, installed 1953. Speed to 20 knots; 20 ft. of cockpit. Asking $37,500.

58' 1950 BURGER. Twin GM 6-71's. Three doubles, air-conditioned, loaded with equipment. $85,000.

60' 1948 ANNAPOLIS. Twin 275 hp GM "110". Three double staterooms. Yacht condition. $81,000.

60' 1948 VOSPER Cruiser. Twin 145 hp Perkins Diesels. Excellent condition, good equipment. $27,000.

60' 1946 CONSOLIDATED Flush Deck. Twin GM 6-71's, rebuilt 1954. Super fine condition throughout. Asking $80,000.

64' 1953 (Dec.) HOLLAND AMERICAN Steel Yacht. Twin GM 6-71's. Three doubles, fully equipped.

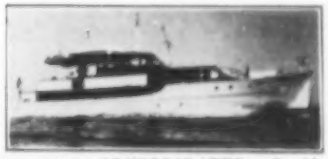
70' 1946 PETERSON Cruiser. Twin GM 6-71's. One double, 2 singles, extra stout construction. $70,000.

74' 1932 GREBE Cruiser. Twin 1951 GM Diesels. Three double staterooms. $35,000.

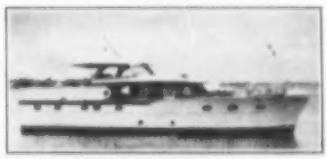
78' NYYL&E Houseboat. Rebuilt '49. Twin Superior Diesels, 110 hp each. Excellent condition throughout. $27,500.

106' 1929 CONSOLIDATED Cruiser. Twin 230 hp Superior Diesels. Excellent condition. 5 staterooms. Real value at $48,000.

63' 1950 BURGER. Flush Deck. Twin GM Diesels, 3 double staterooms aft, exceptionally large deck salon, fully equipped including Radar. One of the finest maintained yachts afloat. Used only 5 months each year since built.



60' 1946 CONSOLIDATED. Double planked hull with teak decks. Twin GM Diesels. 3 staterooms aft, new ship to shore radio, Fathometer, automatic pilot, dinghy, etc. Large inventory.



54' 1951 CHRIS-CRAFT Yacht. Twin GM Diesels installed 1955. Teak decks. Sleeps 6 plus crew. Present condition, custom luxurious furnishings and large inventory cannot be improved upon!

53' 1949 BURGER. Twin economical GM 4-71 Diesels. Sleeps 5 in 2 double and 1 single staterooms, plus crew. Fisher radio telephone, Bendix automatic pilot, diesel generator, 10' dinghy, etc.

47' 1948 ELCO. Twin 1948 Chrysler V-8's, 21 knot speed. Sleeps 6. Radio telephone, 10' dinghy, foam rubber mattresses, etc. Quality yacht at very attractive price. Suitable for conversion into deluxe sport fisherman with fly-bridge.

FLORIDA YACHT SALES, INC.

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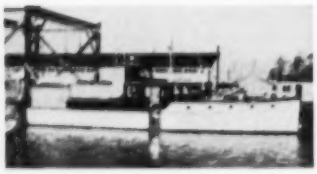
ANNAPOLIS, MD.

BROKERAGE *YACHTS OF FINE QUALITY* *INSURANCE*

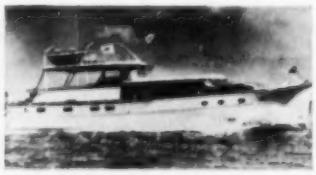
40' CHRIS-CRAFT built 1948. Double cabin with elevated bridge and navy top. 2 145 Chris-Craft engines installed 1955. Sleeps 6. Lots of equipment. Everything in new condition. Nice clean boat.



DAWN CRUISER 52 x 12'8 x 4'8. Pair 1954 Chrysler V8 engines, 200 H.P. Cruises 15 knots. Sleeps 6. Shower. Nice cockpit. Phone. Auto pilot. Air horns. Built 1939, rebuilt 1947. Fine yacht. Reasonable.

TRUMPY 55' HOUSEBOAT. Built 1951. 2 GM Diesels, 110 HP. Cruises 10 knots. 2 double staterooms, 2 forward. Beautiful deckhouse and aft deck. Galley on deck. Oil heat. Excellent charter opportunity.

DAWN. 46'6 x 11 x 3'6. One of the older ones, superbly kept. Sleeps 6 in 2 cabins. Nice galley with gas stove. Flying bridge and dual controls. 2 Gray 140 engines. Cruises 13 knots. Ready, Fla.



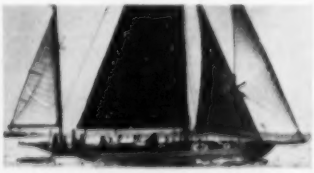
ANNAPOLIS '60'. Built 1948. 14' beam, 5'3 draft. Good offshore boat. Pair 1951 GM diesels, 13 knot cruising. 6 aft. 2 baths. 3 fwd. with bath. Fish chairs, heat, deep freeze. All in beautiful shape.

65' CRUISING HOUSEBOAT. 15'7 beam, 3'6 draft. Sleeps up to 8, 3 fwd with bath. Spotless condition. 2 Gray 150S 1949. Cruises 10 knots. Piano in deckhouse. A very fine older yacht, reasonable.

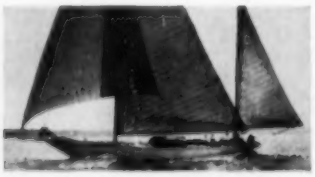
GREBE CRUISER. 74'8 x 13'6 x 3'6. Twin 1951 Gray diesels, 200 h.p. Three double staterooms. Glassed in promenade. Separate dining salon. Brand new side decks by Trumpy. Very reasonable. In Florida.

ONE OF THE BEST offshore cruisers ever built. Teak planked. 85 x 17 x 6. 2 GM diesels. Sleeps up to 8. Bath. Built to last. Can go to sea. Very well equipped. Just overhauled. Remarkable boat. Ready.

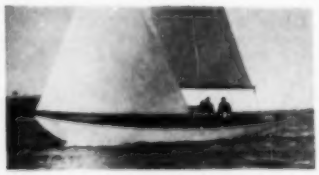
ALDEN SCHOONER. Superbly appointed. Interior rebuilt by Nevins at great expense. Stainless galley. Teak sole. Sleeps 6. GM 4/71 diesel, 8 knots. 56'4 x 40'6 x 7'2. Very nice shape. Bargain.



SPARKMAN & STEPHENS YAWL. Famous ocean racer, comfortable fast cruiser. 56'2 x 40 x 13 x 7'10. Nevins built to A1 standard. Sleeps 6 aft, 2 fwd. New Gray engine. Ratsey sails. S.S. rig. Fair price.



HERRESHOFF duplicate of famous N.Y.Y.C. 40 with yawl rig, built 1926 with an engine. Chrysler Crown. Wonderful sailer with flush deck. Most comfortable for 6 plus 2 crew. She is a truly fine craft.



WHISTLER CLASS SLOOP, centerboard. Rhodes designed. Knutson built. You can't find a better boat. Built 1953 and good as new. 36'6 x 25 x 10 x 4. Sleeps 4. Separate toilet. Universal. Outstanding offering.

LISTINGS—Generally speaking, our listings are pretty good. We have most of the Trumpy and Mathis yachts known to be for sale, (We like to work with these), as well as many other high grade yachts being offered currently. Naturally, our market is a large one and our customers are substantial people. If you have a nice boat for sale, please send us the data. Perhaps we can sell it quickly. Or, if you wish to buy a good boat, maybe we have one for you. Give us a try.

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Cables ROBARDHAL

FINE ALDEN YAWL

This is probably one of the finest yawls of this size available. She has only had two owners and always the finest care. Principal dimensions: LOA 56'5", LWL 41', beam 12'6", draft 7'. She was built by the Dauntless Shipyard in Essex, Connecticut, to high specifications. Double planked Honduras mahogany hull, Everdur bronze fastenings, natural Burma teak decks and rail, etc. Accommodations in owner's quarters are for 6 to 8 in divided cabins; also 2 crew berths forward. Although the present owner has never raced her, she is a fast boat and has constantly passed other boats of her size and even larger during the 10 seasons he has owned her. Under power she will do 5½ knots. Two water tanks hold 230 gallons and an extra large refrigerator takes 400 lbs. of ice which easily lasts 10 days. The Porthold Pete insulated coal stove has enough coal carrying space for an entire season. The below decks arrangement is made for family sailing and has worked out extremely well. There is a large sail locker, also a large oilskin locker. She has a heavy Herreshoff anchor with 300 feet of ⅜" chain and a plow anchor with 300' of almost new 1" nylon. Standing rigging is as good as new; some of the running rigging should probably be replaced. A 10' sailing dinghy is included and stowed out of the way on the main cabin trunk. She is easy to handle and in fact the owner and his wife with their 17 year old daughter have had no difficulty in handling her on a long cruise down the Maine coast. Available for inspection at a Connecticut shipyard by appointment.

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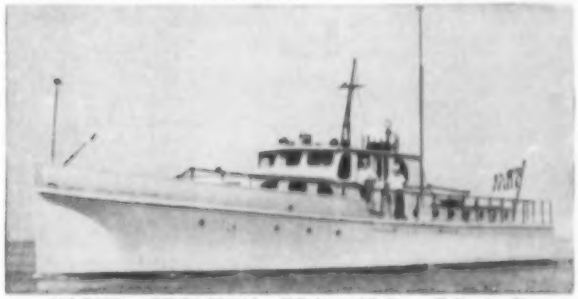
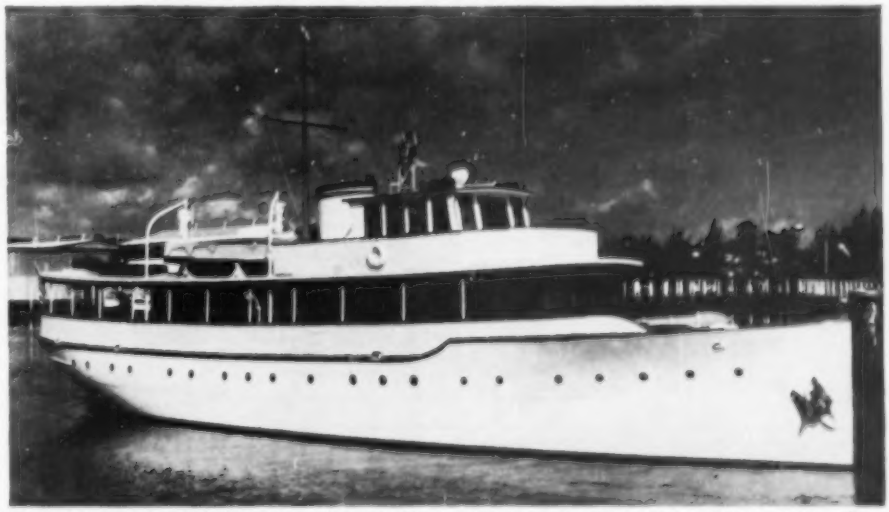


YACHT JEROLMINA, 75 ft. x 16 ft. — 6 ft. draft

Powered by Twin GM—6-71—Less than 40 hours Running Time. This is a Yachtman's Dream. Interior throughout upholstered in Naugahyde Leather. Fully equipped. Automatic Fire System. Electric Refrigerator. Gas Stove. Generator. DC Current. Inverter and many extras. Owner in ill health. Must Sell. Priced low for quick sale. Boat can be seen at any time in Avalon, N. J. For full details and inspection contact above broker. HALE No. 1770.

LUXURIOUS TWIN DIESEL STEEL YACHT



This large and extremely luxurious steel hull cruising yacht can now be bought at just a fraction of the price of reproduction. Her principal dimensions are: LOA 98', beam 20', draft 6'6". Her twin heavy duty Buda diesels are powerful, quiet and produce together at least 400 real horsepower. Westinghouse air clutch controls, completely operated from pilot house, new October 1955. Fuel consumption at cruising speed of 12 to 13 MPH is but 12 gallons per hour so that the total fuel capacity of 1600 gallons gives a large cruising range. There are 3 generators of 2 KW, 12.5 KW and 7KW, respectively. Refrigeration consists of a 17 cu. ft. electric refrigerator and an 18 cu. ft. deep freeze compartment. Water capacity is 4,000 gallons total. Hot water heating system throughout. Special equipment includes a radar, automatic pilot, depth recorder, radio direction finder, radiotelephone, Morse docking lights, motorcycle, 17' speed boat, 18' launch, television and radio-phonophone. There is also a Hammond electric organ secured to the fore part of the afterdeck, new in 1952. Accommodations consist of 3 double staterooms plus 2 single staterooms that can be thrown together to make a double. Four complete bathrooms with tubs and/or showers. Crew accommodations in the forecastle for 6 or more. There are 2 galley stoves, 4 burners each. This yacht was built for offshore cruising and is exceptionally seaworthy. The living quarters have been done by an interior decorator who selected furnishings and colors which blend into an attractive and relaxing color scheme. This area completely redecorated in December 1955. Plenty of room for outside entertaining on 25' long afterdeck. Nowhere in the ship's quarters is headroom less than 6'6". An exceptional yacht for a particular owner. She may also be chartered with crew of 6 subject to prior sale.

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Member Southern Yacht Brokers Association

POWER

40' MATTHEWS Sedan 1950. Packards overhauled 1954. Ship to shore, fathometer, many extras. Now $16,500.

40' CHRIS NORSEMAN Sportfisherman 1954. Chrysler 200 hp V-8s. Teak decks. Complete fishing equipment. Owner building larger boat. $25,000.

41' MATTHEWS 1954 with flying bridge. Chrysler Royal 165 hp Specials. Fighting chair, Bait well, gin pole, outriggers—everything for the fisherman.

46' CONSOLIDATED Sportfisherman 1940. Twin Cummins Diesels. Flying bridge, teak decks, Brooks chair, radio-phone. Sleeps 6 plus 1 crew. Two heads.

50' ANNAPOLIS Cruiser 1947. New GM Diesels 1949. Two double staterooms and crew quarters for two. An excellent combination of sportfishing ability and cruising comfort.

53' BURGER Flush Deck Cruiser 1949. GM Diesels. Standard steel construction, mahogany superstructure. Pilothouse fully enclosed. Two doubles, one single stateroom. Top yacht condition.

53' SPARKMAN & STEPHENS Sportfisherman 1941. GM 6-71s new 1955. Diesel generator. Accommodations for six, two toilets, one shower. Beautifully built and fully equipped for fishing.

57' BURGER Flush Deck Cruiser 1948. GM Diesels rebuilt 1952. Three double staterooms.

58' BURGER Flush Deck Cruiser 1950. Air conditioned. GM Diesels. Three double staterooms.

60' ANNAPOLIS Flush Deck Power Yacht 1948. GM 6-110 Diesels, installed 1951. Three double staterooms. Beautifully equipped and maintained.

64' HOLLAND-AMERICAN Flush Deck Yacht. Delivered December 1953. GM 6-71 Diesels. One of the most modern and attractive yachts available.

70' WELLS Post War Cruiser with GM Diesels. Very well equipped, modern, and luxurious.

82' FRIADSHIP Diesel Yacht 1953. GMs. Cruising range 1000 miles. Unusually fast.

118' DEFOE CRUISEMASTER 1947. GM Diesels. 2500 miles cruising range.

CHRIS-CRAFT

35' SPORTFISHERMAN 1954. Twin CC 145s. Lee chairs, outriggers, automatic pilot, dual controls. 500 hours. $20,000.

42' COMMODORE 1955. Diesel power, teak decks and many other extras.

42' DCFB 1953. CC 145s. Accommodations for 8, two toilets, shower. $22,000.

45' CORSAIR 1954. CC 160s. Well equipped and like new. Try $28,000.

46' DCFB 1948. GM Diesels 1955. 30 hours on engines. $25,000.

46' CONSTELLATION 1955. We believe that she is the only one of this attractive new model available.

47' BUCCANEER 1953. CC 160s. Super sun deck. $25,000.

50' CATALINA 1952. Two CC 160s. Super sun deck, teak decks, 32 V Onan generator, electric refrigerator, automatic pilot. Most completely equipped and immaculate. $27,500.

53' CONQUEROR 1953. GM 6-71 Diesels and 110V Diesel generator. Many extras.

53' CONSTELLATION 1954. GM 6-71 Diesels, Diesel generator and very well equipped. Immaculate. $54,000.

54' MOTOR YACHT 1951. GM 6-71 Diesels new 1955. Beautifully decorated, equipped with the best and in perfect condition. Offered by estate.

62' MOTOR YACHT 1951. GM 6-71s and Diesel generator. Many extras.

WHEELER

38' FLYING BRIDGE Sportfisherman 1954. Two Chrysler 200 hp V-8s. Teak decks, ship to shore, automatic pilot, electric refrigeration, circulating livewell and many other extras. $29,000.

42' SEDAN 1952 with Flying Bridge. Two Chrysler 200 hp V-8s new 1955. All fishing equipment, many additional items. $35,000.

46' FLUSH DECK. December 1953 delivery. Twin 4-71s. Teak Decks. Two doubles.

48' SPORT FISHERMAN 1952. GM 6-71 Diesels. Topside controls. One of the finest of her kind turned out by Wheeler. Always lived under cover.

50' FLUSH DECK Cruiser 1955. GM 6-71 Diesels. Diesel generator and many extras. Delivered August 1955.

55' FLUSH DECK Cruiser 1952. GM 6-71 Diesels. Two double staterooms, dinette, afs cockpit.

HUCKINS

40' ORTEGA 40, 200 hp Chrysler Imperial V-8s 1954. 30 knots at 3800 rpm. Pearce Simpson ship to shore. $25,000.

45' GRAND MANAN April 1953. Flying bridge, dual controls, ship to shore, photo pilot, fathometer—everything!

52' LINWOOD July 1954. Twin GM 6-71's. Unique interior layout. Best extras including RDF, Fathometer, Pearce-Simpson 85 Watt ship to shore.

HOUSE BOATS

57' MATHIS. Twin Lathrops rebuilt in 1953. Unusually nice and in excellent condition.

64' MATHIS. Two double and one single staterooms. One of the older Mathis boats in splendid condition and with modern appointments. Attractively priced.

92' MATHIS. Two doubles, one single with upper berth, two singles. Tastefully decorated and furnished.

AUXILIARIES

34' HINCKLEY Sou'Wester 1948. Teak decks. Many desirable extras. $11,000.

37' HINCKLEY "Custom 36" Yawl 1953. A comfortable and fast cruising boat, rating about 24.8 under CCA. Convenient layout. All sails in excellent condition. Virtually a new boat. $19,500.

37' GEIGER Centerboard Sloop 1951. Draft 4', Gray auxiliary new 1954. Entire boat unusually attractive, top condition. $21,500.

38' SPARKMAN & STEPHENS Ketch. Built 1934. Able and easily handled. Comfortable yet good sailer. $15,000.

40' RHODES "27" Sloop 1952. Top construction with teak decks. $20,500.

48' ALDEN Centerboard Yawl 1925. GM Diesel Auxiliary. Reconditioned and modernized. Draws 4'10". Asking $21,500.

50' ALDEN Centerboard Yawl 1951. Draws 5'3". Electric refrigeration and deep freeze. Very comfortable and attractive. $39,000.

56' NICHOLSON Diesel Auxiliary Ketch 1936. Superb construction with teak planking. In commission in excellent condition and ready for a long cruise. $35,000.

60' ALDEN Schooner 1939. A deep-water cruising schooner ideal for extended off-shore cruising. Maintained in top yacht condition at all times. Reasonably priced.

61' DIESEL Auxiliary Schooner. Designed by Charles D. Mower and built by Morton Johnson in 1930. A comfortable and able centerboard schooner well maintained by prominent yachtsman. Exceptionally well equipped. Good accommodations for 7 plus 2 crew. $18,000.

65' ALDEN Yawl 1950. Diesel auxiliary. Well equipped and reasonably priced.

71' SPARKMAN & STEPHENS Centerboard Yawl 1934. Diesel auxiliary. Draws 6'8". Many items of modern equipment.

74' FIFE Diesel Auxiliary Yawl 1932. Composite construction with teak planking on steel frames. Accommodations for six in owner's party and 4 crew. $37,500.

MOTOR SAILERS

33' ALDEN Motor Sailer Sloop 1936. Thoroughly reconditioned and unusually attractive. Draft is 4'6". Try $10,000.

42' ALDEN Motor Sailer Ketch 1936. Well maintained, modern and appealing. Moderate draft and good sailer. Well laid out. $19,500.

45' MOWER Diesel Motor Sailer Ketch 1937. Planking and joiner work mahogany, teak decks. Ratsey working sails. Accommodations for 6, good layout. Very attractive and she will sail. $26,500.

51' HAND Motor Sailer Sloop 1939. Two double staterooms and two complete baths. Teak decks. Well equipped and in excellent condition. $25,000.

53' TWIN DIESEL Ketch rigged Motor Sailer 1939. Twin GMs installed 1953. Mahogany planking, teak decks. Ulmer sails 1953. 32V Onan generator, fathometer, many other extras. Comfortable and spacious accommodations. Ideal for extended cruising. $35,000.

65' HAND Motor Sailer Ketch 1930. Mack Diesel new 1947. Modern and attractive motor sailer with large deckhouse. $45,000.

77' RHODES Motor Sailer Ketch. One of the finest in existence.

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PILOT SLOOPS from the board of S & S have been hard boats to beat in recent years. The 9'6" beam on a 33' overall length provides roomy accommodations for four below. Our most recommended offering priced firmly at $13,000.

DIESEL M.S. KETCH

41' BRITISH KETCH with able, seagoing qualities. Has cruised extensively in English waters, and from Maine to the Bahamas. Her 32' waterline and 11' beam provide stiffness in heavy going, yet she is capable of performing well under sail. Her compartmented interior includes crew's quarters forward, enclosed galley aft to starboard, and a double stateroom aft of the pilot house. The 50 H.P. Coventry diesel had its regular overhaul in England in 1955. She represents an investment of $30,000 and her owner has maintained the boat with a professional aboard all year. For someone desiring a distinctive auxiliary we can recommend her at the reduced price of $18,000.

43' ALDEN YAWL—A high grade racing-cruising compromise which has had excellent ownership. Built by Quincy Adams in the mid-thirties with teak decks and similar refinements. Sleeps 7, and fully equipped for racing. Asking $20,000.

ELCO 35' built to usual Elco standards—double planked mahogany and bronze fastened. She is well owned, and in the past year $10,000 has been spent for refinishing, new equipment, and a pair of Chrysler Crowns. Has R.C.A. phone, depth recorder, fresh water cooling, and is offered at $14,000.

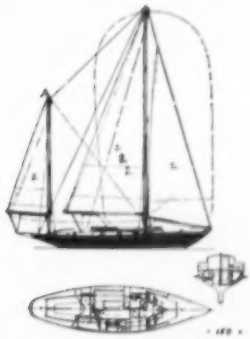
TRIPLE SCREW DIESEL

FLYING BRIDGE YACHT built to highest standards after the war by Luders. Triple planked, bronze fastened, and for entertaining she provides the ultimate. Her 3 G.M. diesels develop 600 H.P. with a resultant top speed of 20 knots. Completely equipped with deep freeze, air conditioning, etc., and $40,000 spent on improvements in 1952. $60,000.

CUSTOM T. S. CRUISER whose owner handpicked her materials and supervised construction in 1953. Comfortably layed out for 4 persons, and her 38' hull designed & finished for minimum upkeep. For the person desiring a quality boat which has had meticulous care and use we highly recommend her at $13,750.

N.Y. 40'—59'x40'x14'5"x8' yawl which her present owner has maintained in finest yacht condition with 2 professionals aboard. Her attractive interior accommodates 7 aft and three forward. Fully equipped for racing & cruising. Has a modern galley, owner's stateroom, and a roomy, functional doghouse. In view of the substantial investment in this yacht, the price of $11,000 is extremely realistic.

MODERN RACING YAWL



40' ALDEN YAWL built in 1955 around the Cruising Club Rule. Similar to the highly successful CORINTHIA III and in virtually new condition throughout. Almost $5,000 spent on equipment since delivery, so consequently is completely found for racing and cruising. For a "new" boat with racing potential she is most attractively priced.

ALDEN CUTTER — 47'x33'x11'10"x6'7" — Modern racing-cruising auxiliary built in 1938. Mahogany planked, lead keel, Everdur fastenings, and teak deck. Has popular double-stateroom—aft layout with room for crew forward. Her complete inventory includes radio, RDF, lifelines, etc. Located Great Lakes, and attractively priced at reduced figure of $18,000.

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Chartering in the West Indies has become so popular and so much more feasible than heretofore, that we have recently made it a point to inspect the various charter boats, facilities, and cruising grounds in that area. We are therefore well qualified to be of more than routine assistance to those who contemplate such a vacation this winter or spring. For information, please contact NORTHROP & JOHNSON.

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DIESEL POWERED BUGEYE YACHT

Designed by Philip L. Rhodes and built by M. M. Davis. Powered with 100 HP 3-71 General Motors diesel new in 1953 and in practically new condition today. She cruises at about 7 knots with a maximum of approximately 9 knots. In the owner's quarters there is one double cabin with total accommodations for 6 plus 1 crew berth forward. Included is a 14' Gibbs skiff with inboard power. Pressure water system with hot and cold water and a shower bath in the owner's toilet room. She is a real character boat for anyone who likes the type. Extremely comfortable and she sails on her bottom. The owner tells us she can carry all plain sail in a 35 knot breeze. Located at a Chesapeake Bay port.

MODERN, FAST SPORT FISHERMAN

Designed and built by Wheeler in 1951. LOA 42', beam 12'5", draft 3'2". Double planked mahogany hull with bronze fastenings. Two 1953 Chrysler Majestic engines that give her a cruising speed of about 15 knots. Hydraulic clutch and throttle; Bendix fathometer; photo pilot; 50 watt radiophone; radio direction finder; chargicator; constavolt; electric cabin heaters, etc. Electric refrigeration. Monel fuel and water tanks. Two sailfish chairs and one fighting chair; outriggers, gin pole, etc. One double stateroom plus three berths in cabin. Well kept up boat for a discriminating sport fisherman.

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If you are looking for a boat may we bring to your attention that the combined facilities of our New York, Southern and New England offices assure you of the benefits of superior coverage of the East Coast boat market. Perhaps we have listed just the boat you are seeking. Why not send us your requirements? Your inquiry will have our prompt and careful attention. Use whichever one of our offices will suit you best.

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AN EXCEPTIONAL ALDEN SCHOONER

Principal dimensions 45'x32'10"x11'6"x6'8"; headroom 6'3". Sails are brand new, never used. The 77 HP Scripps engine was new in 1951 and overhauled in 1953. Accommodations for 6 aft with 1 crew berth forward. The following improvements represent but a fraction of those recently made: boat rewired; foam rubber cockpit cushions; cabin recanvassed; new hatch covers; new sea cocks; new main mast and spreaders; electric bilge pumps and blowers; new propellor; new main boom; new toilet; running rigging new this year. Complete list of recent improvements will be furnished on request. A handsome, fast and comfortable schooner.

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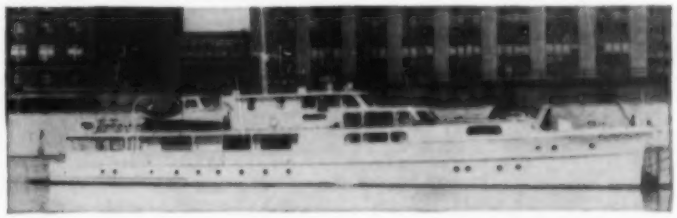
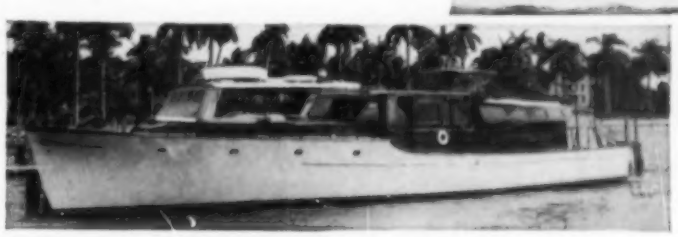


#1970—118' 1947 Steel Diesel Cruiser 4 G.M. diesel engines, 3 double and 2 single staterooms, 4 baths, completely airconditioned. Her spacious living accommodations consists of separate observation lounge, dining salon, living salon, library, and large flush after deck. Her large fuel and water capacity makes her capable of an ocean crossing.

#1960—54' 1947 Annapolis Cruiser. Twin G.M. diesel engines. Owner and guest accommodations consist of 3 double staterooms and 2 baths, plus crew. Large living salon and flush deck. Maintained in top yachting condition.



#1925—70' 1946 Luders Cruiser. Triple screw 3 G.M. diesel engines gives cruising speed of 17 knots. One double and 2 single staterooms. Very large cockpit, will stand rigid survey. Realistically priced.

#1879—47' 1948 Annapolis twin 160 Chris-Craft engines. 2 double staterooms, 2 baths plus crew, teak cockpit, completely equipped for sport fishing. In excellent condition.

#1320—64' 1953 Holland American Cruiser. 2-G.M 6-71 diesels, Teak decks & teak superstructure, 3 staterooms, 2 tile baths, electric refrigeration. Every conceivable extra, well appointed.

#1915—61' Mathis Twin Diesel House Yacht. 3 double staterooms, 2 baths, plus crew quarters. Ample refrigeration. Modern and attractive. Charter only.

#1922—34' 1951 Huckins Gurnet model. 2-Chrysler Crown Specials, sleep 2, fully equipped.

#1596—34' 1954 Carl Tank Fly Bridge Fisherman. 2-Chrysler V-8s, teak cockpit. Fiberglassed hull, complete fishing equipment, very fast. Yacht condition.

#1686—35' 1953 Chris-Craft Commander, Fly Bridge, 2-145s, sleep 6, S/S. Fish chairs, outriggers, many extras, like new.

#1783—35' 1954 Owens Express Twin G.M. 4-51 diesel engines, acc. for 6, shower, pressure water, equipped for fishing, A-1 condition.

#1893—40' 1954 Norseman Fly Bridge Fisherman, 2-Chrysler V-8s, teak decks & cockpit, sleep 6, 2 electric toilets, electric refrigeration, complete fishing equipment.

#1755—40' 1950 Huckins Ortega, 2-1954 Chrysler V-8s, acc. for 4, shower, electric toilet, S/S, many extras, super clean.

#1673—42' 1955 Matthews Fly Bridge Convertible Sedan. 2-Chrysler V-8s, Dual controls, sleep 6, shower, 2 toilets, pressure water, electric refrigeration, exceptionally well equipped. Like new.

#1940—45' 1949 Morton Johnson Fly Bridge Fisherman. 2-Cummins diesels 165 HP each, sleep 4, S/S, outriggers, 4 fish chairs, 1 fighting chair. Very rugged off-shore fisherman.

#1542—46' 1947 Chris-Craft D.C.F.B. 1950—160s, new blocks 1955. Acc. for 8, equipped for fishing, refinished 1955.

#1944—50' 1952 Chris-Craft Super Sundeck Catalina, 2-160s, rebuilt 1955, all teak decks, loaded with equipment, and maintained like new.

#1682—52' 1954 Custom Huckins Linwood Model, 2-G.M. 6-71s, 2 staterooms, 2 baths, electric refrigeration, automatic pilot. Finest of equipment. Yacht condition.

#1615—53' 1939 Elco Fly Bridge, 2-G.M. 6-71 diesels, rebuilt 1955. Acc. for 5. Shower, electric toilet, electric refrigeration. Fully equipped. A-1 condition.

#1470—53' 1938 Elco Fly Bridge. 1951-160 HP engines, acc. for 6. Shower, electric refrigeration, dinghy, excellent for cruising, or sport fishing. Real value.

#1898—54' 1946 Annapolis Cruiser. 1948 G.M. diesels, rebuilt 1955. Diesel generator, teak decks, acc. for 4, electric refrigeration, rebuilt inside and out 1955.

Many fine yachts available for charter, make reservations now.

#1632—54' 1952 Model Chris-Craft Motor Yacht, 2-G.M. 6-71 diesels installed Sept. 1955. 2 staterooms, shower, electric toilet, fluid heat, completely refinished inside and out 1955.

#1371—57' 1935 Consolidated Fly Bridge. 2 G.M. 6-71 diesels installed August 1955. New hard top, new sundeck, remodeled 1955. All teak decks, black hull, automatic pilot, air conditioning, beautiful condition.

#1271—57' 1941 Elco Fly Bridge. 1948 G.M. diesel engines, 3 staterooms, bath with shower, crew quarters with shower, completely rebuilt, refurnished, refinished 1954.

#1254—58' 1950 Burger Fly Bridge Cruiser, 2-G.M. 6-71s, custom interior, 3 double staterooms, 2 baths, airconditioned, beautifully furnished, inspection invited.

#1560—60' 1946 Consolidated Fly Bridge. 2-G.M. 6-71s. 5 KW diesel generator, 3 staterooms, 2 baths, new furnishings and equipment. Finest available.

#1675—50' 1952 Wheeler Promenade Deck. 2-G.M. 6-71s, teak decks, acc. for 6, 3 electric toilets, 2 baths, electric refrigeration, gas cooking, dinghy, S/S. Yacht condition.

#1236—60' 1948 Annapolis F.B. Cruiser, 1951 G.M. 6-110s, teak deck, 3 staterooms, 2 baths, electric refrigeration, fishing cockpit with fish chairs, outriggers. A-1 condition.

#1287—64' 1946 Well Designed Deisel Cruiser. 1949 G.M. 6-71 diesels, diesel generator, 3 staterooms, 2 baths, electric refrigeration, automatic pilot, dinghy. Highly maintained.

#1938—71' 1940 Annapolis F.B. Cruiser. 1951 G.M. 6-71 diesels, large diesel generator, teak decks, 2 staterooms, 2 baths, large teak cockpit for fishing. Yachting condition.

#1727—98' Lawley Twin Diesel Yacht. 3 double and 2 single staterooms, 4 baths, ample electric refrigeration for extended cruising. All modern equipment, very spacious, and comfortable. Sale or Charter.

#1445—98' Mathis Cruising House Yacht. Twin diesel engines, 2 large diesel generators, 4 staterooms, electric refrigeration, escalator. Beautifully furnished, every modern convenience for cruising and living aboard. Charter only.

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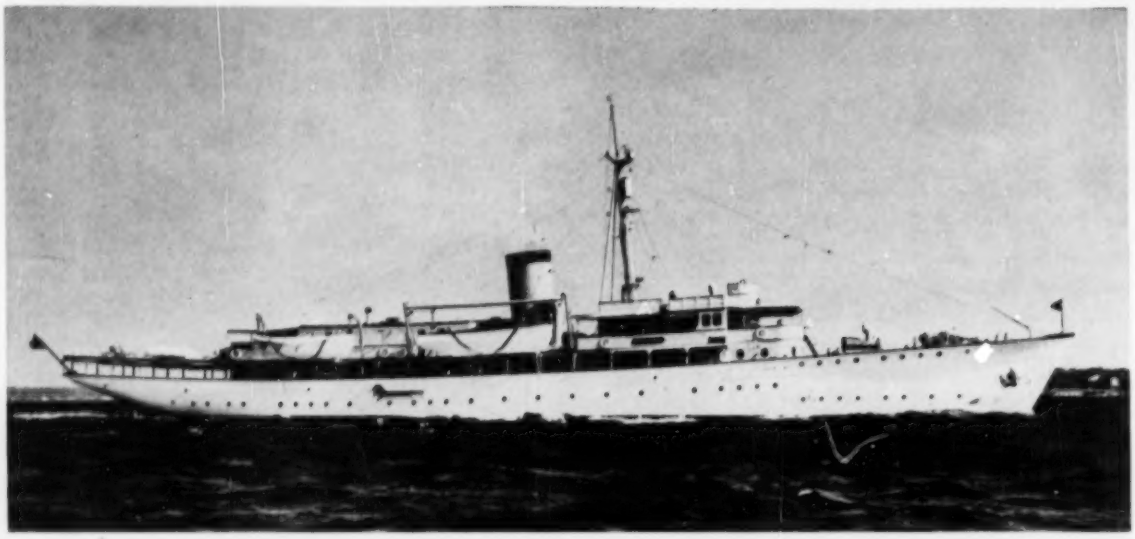

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Over one million dollars spent in rebuilding, refurnishing, and redecorating in 1949, she provides luxurious accommodations for extended cruising.

An excellent opportunity for investment by an individual or business enterprise, having need for a vessel of this kind.

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35-D-09—35' ELCO CRUISETTE. Powered by twin Chrysler Crown Gas Engines. One double St. Rm. —sleeps total of six. Newly refinished—maintained in perfect condition. Well equipped. FOR SALE—New York.

39-G-152—39' BALTZER SEDAN CRUISER. Twin Kermath Sea Chiefs. One double St. Rm.—sleeping accommodations for five to six. Equipped with many extras including Ship to Shore, R.D.F., Swordfish Pulpit, etc. Excellent maintenance. FOR SALE—New York.

46-G-90—46' DOUBLE CABIN FLYING BRIDGE CHRIS-CRAFT CRUISER. Twin Kermaths. One double St. Rm.—sleeps total of eight. Electric Refrigeration, Bendix, Remote Controls, Ship to Shore, etc. Custom built. FOR SALE—New Jersey.

47-D-3000—47' ELCO SPORTFISHERMAN. Twin G. M. Diesels. Sleeps six. Custom built for rugged duty. Well equipped and maintained in top condition. FOR SALE—VIRGINIA.

48-D-54—48' HUCKINS CRASH BOAT CONVERSION. Twin G. M. Diesels. One double St. Rm.—accommodations for six in Owner's quarters plus two berths for crew. Electric Refrigeration, R.D.F., Auto. Pilot, Swordfish Pulpit, Walk Around Decks, etc. FOR SALE OR CHARTER—Florida.

53-D-17—53' STEEL TWIN SCREW DIESEL YACHT built in Holland 1955. Three double St. Rms. and two full size bathrooms in Owner's quarters. Two berths for crew. Excellent layout. New boat condition. FOR SALE—Michigan.

55-D-06—55' TWIN SCREW FLUSH DECK 1955 CRUISER. All Diesel machinery. Two double St. Rms.—sleeping accommodations for six in Owner's party. Fully found—A-1 condition. FOR CHARTER—Florida.

60-D-12—60' FLUSH DECK FLYING BRIDGE ANNAPOLIS CRUISER. G.M. Engines, all Diesel machinery. Three double St. Rms.—sleeps total of twelve in Owner's quarters, plus three berths for crew. R.D.F., Ship to Shore, Fishing Chairs, Outriggers, etc. Well equipped and maintained in excellent condition. FOR SALE—Florida.

65-D-03—65' DECKHOUSE CRUISER. Completely rebuilt and reconditioned—twin G. M. Diesels installed May '55. One double and two single St. Rms.—sleeps six in Owner's party. Separate Lounge and Dining Salon. All new furnishings. FOR SALE OR CHARTER—Florida.

75-D-06—75' YACHT New G.M. Diesels installed June '55. All Diesel machinery. Two double and two single St. Rms. sleeps total of eight plus three berths for crew. An older boat—newly equipped—spacious accommodations. Completely rebuilt '54. FOR SALE OR CHARTER—Florida.

84-D-06—84' TWIN SCREW DIESEL YACHT—built 1946. G.M. engines installed new '54. Accommodates six in three double St. Rms. in Owner's quarters. Berths for crew of five. Large Dining Salon and Living Rm. All electric accessories. Top condition. FOR SALE—Florida.

98-D-13—98' TWIN SCREW STEEL YACHT. All Diesel machinery. Three double and two single St. Rms. Spacious Dining Salon, Living Rm. and large after Lounge Deck. Entire main deck newly furnished—air conditioned throughout Owner's quarters. Many extras—A-1 condition. FOR SALE OR CHARTER—Florida.

104-HB-05—104' MATHIS HOUSEBOAT. Twin Cummins engines—all Diesel machinery. Three double and one single St. Rms. Three St. Rms. plus five berths for crew. An older boat maintained in top condition and equipped with all the latest accessories. Spacious accommodations. FOR SALE OR CHARTER—Florida.

106-D-07—106' TWIN SCREW ALL DIESEL YACHT designed by John H. Wells. One single and three double St. Rms.—sleeping accommodations for twelve in Owner's party. All electric Galley. Completely reconditioned and new machinery installed '53. Excellent layout—maintained in A-1 condition. FOR SALE OR CHARTER —Florida.

34-S-948—34' CUSTOM BUILT HINCKLEY SOUWESTER SLOOP. Universal engine. One double St. Rm.—sleeps total of four. All nylon sails, completely equipped. Top condition. FOR SALE—Florida.

63-S-082—63' MARCONI RIGGED FLUSH DECK AUXILIARY SLOOP. Kermath engine. One double St. Rm.—sleeping accommodations for six in Owner's party. Beautiful condition and appointments. FOR CHARTER—Florida.

65-Y-307—45' MARCONI RIGGED AUXILIARY YAWL. Postwar Casey construction. One double and one single St Rm.—sleeps total of six. Fully found. FOR SALE—New York.

56-Y-122—56' MARCONI RIGGED AUXILIARY YAWL. Sparkman & Stephens design. New Gray Gas engine installed Fall '55. One double St. Rm. —sleeps total of eight. Fireplace, Ship to Shore, etc. Well equipped for racing or cruising. Top condition. FOR SALE—Florida.

58-SCH-492—58' AUXILIARY SCHOONER. All Diesel machinery. One double St. Rm.—sleeps six to seven in Owner's party. Electric Refrigeration, Ship to Shore, etc. Heavy construction—able sailer. FOR SALE OR CHARTER—Florida.

59-K-127—59' AUXILIARY KETCH. Designed and constructed in Sweden. G.M. Diesel engine. Two double St. Rms.—accommodates eight in Owner's quarters. Unusually well equipped. Maintained in A-1 condition. Fully found for extended cruising. FOR CHARTER—Florida.

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For an ocean crossing or coastwise cruising, this 50' ALDEN steel katch offers much. Built in Germany of steel in 1954. Diesel aux. Flush deck. Real comfort for four plus two in crew. Now in West Indies. ALDEN No. 896.

If a 1953 Concordia yawl would answer your requirements, this is one of the best. Has excellent equipment throughout and has had best of care. 1955 Dacron sails, life lines, pulpit, radio phone, etc. In Conn. ALDEN No. 3041.

The owner and his wife sail this 50' cutter which has ample room for their small youngsters and additional guests. Paine designed, Lawley built 1938. Roller reefing, etc. Near Boston. ALDEN No. 5614.

One of the most carefully worked-out small auxiliaries available—a Hinckley custom 36, available only because she just isn't big enough for the owner's family. New 1954. Racing sails and any number of extras. ALDEN No. 2545.

OTHER LISTINGS

SAIL

25' aux. day sailer and overnite cruiser. One of the famous little "folk-boats," popular for cruising and racing in all Scandinavian countries. Asking $3500. Located R. I. ALDEN No. 1606.

A 1943 Friendship type sloop. New sails 1954. 28'3" x 21' x 9' x 4'6". Sleeps 2-3. You won't have to sleep with your hand over the berth side in this one. Located Cape Cod. ALDEN No. 1809.

A gem of a little Rhodes aux. sloop, built by Knutson in 1953. 36'6" x 25' x 10' x 4'—centerboard. Slotted lead keel. Only the best of materials and equipment. Located N. Y. ALDEN No. 4572.

Steel-hulled cruising sloop, built in Holland 1951. Brought to U. S. 1955. Available in N. Y. area. ALDEN No. 3218.

Speed? This Owens cutter may be the answer. Completely rebuilt 1954 and equipped with an excellent inventory of racing sails. Dacron main and genny. Located Marblehead. ALDEN No. 5364.

46' o.a. modern sloop, built in Denmark in 1948 to old-fashioned standards of construction. Beautifully maintained. American sails and equipment. Sleeps 5 plus crew. Near Boston. ALDEN No. 5262.

35'6" w.l. double planked centerboard yawl. Geiger-designed and Johnson-built, 1948. Best specs. Ratsey sails. Much extra equipment. Sleeps 6 aft. In N. Y. ALDEN No. 4671.

Almost 98' of copper sheathed teak hull, built to last practically forever, from Nicholson's designs. G. M. Twin installation, new 1950. Excellent offshore vessel. Located Mass. ALDEN No. 5206.

POWER

25' Jafco twin screw utility cruiser, built 1955. With her Chrysler Aces, she almost takes off at 25-30 mile speeds. Sleeps 2. ALDEN No. 4546.

Two Richardson 29' Express cruisers, 1953 and 1954 models. One with twin Nordbergs and one with Grays. $8700 and $9300. Take your choice. ALDEN Nos. 3254 and 2418.

Another Richardson—a 33' Express cruiser with twin Grays. Very well equipped. Morse docking lights. CO-2 fire system, etc. $8500. ALDEN No. 3956.

36' of wholesome, cruising power boat, a down-east type of hull with yacht styling, built 1941 and repowered late 1954 with Chrysler Aces. Well equipped and cared for. ALDEN No. 3077.

Double cabin Richardson 40 footer with flying bridge, built 1952. Twin Nordbergs. Sleeps 6-7. Radio-phone, R.D.F., depth recorder, gyro pilot, etc. ALDEN No. 2147.

48' McInnis-designed cruising power boat with V-drive Chryslers in stern to minimize noise and vibration. Offered by original owner. ALDEN No. 2702.

Twin Diesel 52' Chris-Craft, built 1954. 20-24 mile speed. 2 double rooms for owner plus extra berths. Well cared for. ALDEN No. 4213.

57' Burger of the modern type, built 1948. 75 watt phone, R.D.F. fathometer, auto. pilot, etc. Has deeper keel. Now in Fla. ALDEN No. 1300.

75' Grebe cruiser built 1932. Extensively modernized with G.M. Diesels installed 1951. New decks 1955. 3 double rooms. ALDEN No. 2407.

85' T.S. Diesel yacht of heavy displacement for offshore work, extensively rebuilt and reconditioned 1955. Teak plank, copper sheathed. In Florida. ALDEN No. 3192.

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Luxury combined with cruising capability is outstanding in this 64' steel cruiser, built in Holland in 1953. Twin G. M. Diesels. Sleeps 7-9. Complete refinishing 1955. In Fla. ALDEN No. 2310.

3 special Cadillac engines power this 53' custom Chris-Craft, giving proven speed of 23 to 31.8 m.p.h. Sleeps 10. Cost over $70,000. Asking $50,000. ALDEN No. 5359.

Handsomely designed, beautifully built and efficiently powered, is this 50'9" Annapolis twin G.M. Diesel cruising sport cruiser. Trumpy added the fly bridge in 1954. In Fla. ALDEN No. 4415.

Just about the ultimate in a twin Diesel 48' Wheeler sport fisherman. Dual controls. Fathometer. Radio 'phone, auto pilot, fish well, outriggers, chairs, etc. On Chesapeake. ALDEN No. 1196.

What this 36' Warner motor sailer hasn't got, she doesn't need. Ratsey sails. Gray engine, dual controls, 'phone, R.D.F., new decks 1954. Located N. Y. ALDEN No. 3501.

Pompano Beach Yacht Basin
Pompano Beach, Florida

CHARLES H. BURNHAM
YACHT BROKER INC.

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Phone 9962

#Y804 1941 57' Elco FB, Sundeck, Twin GM 6-71's (rebuilt 1954), 2 doubles, 1 single plus 2 crew. H-C water pressure. HW heat, S-S, RDF, Bendix auto. pilot, auto. CO2, fish chairs, spotlight, air horns.

#Y739 1944 63' ASR Conv. built by Miami Ship-Bldg, Twin 6-71's (rebuilt 1954) 500 fuel, 300 water, sleeps 7 in a double, triple and main cabin, 2 baths, 1 shower, 2 crew. Radio RDF, auto. pilot, fathometer, 2 auto. CO2 systems, & many other extras, including 2 broadcast receivers, TV, four 8-day clocks, barometer, synchromaster, hydraulic controls, etc. One of the better conversions.

#Y724 1946 46' FD Annapolis, Twin GM 4-71's, 254 fuel and 150 water, 110v 1500w Onan generator, sleeps six, 2 toilets, 1 shower, 1 crew. An excellent boat, one owner, used only during winter seasons.

#Y294 1946 46' RD Annapolis Twin Chrysler 145's (1953) radio, auto. CO2 and other equipment, 2 doubles, 2 toilets, 1 bath, 1 shower, electric refrigerator and other extras. Well kept one owner boat.

#Y508 1948 60' FB Sundeck Annapolis, Twin GM 6-110 (1951) 500 fuel, 500 water. Sleeps 7, 2 toilets and shower, 2 crew. Loaded with equipment. A beautiful cruiser, fully found and ready to go.

#Y819 1950 63' Burger Steel hull, GM diesel powered, equipped with all navigation necessities such as direction finder, phone and depth recorder. Also luxury items including radar. This is a one-owner boat. Has been used only four seasons and is in excellent shape, including the fact it has only been used on the Great Lakes.

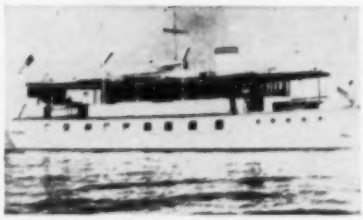
#Y787 1950 58' FD Burger, Twin GM 6-71's, 3 doubles, 2 toilets and showers. 3 crew. Electric refrigerator. Loaded with equipment. Completely repainted and reconditioned. A beautiful yacht.

#Y354 1948 53' Burger, Teak decks, twin GM 6-71's 110v 5000w generator. Sleeps six. A beautiful yacht in top yachting condition.

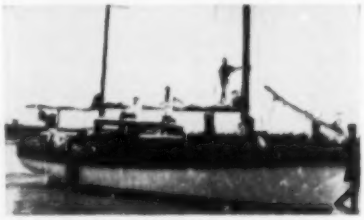
#Y836 1952 50' FD Wheeler, Twin GM 6-71's, sleeps six. 3 toilets, 2 showers. Loaded with equipment in best yachting condition.

#Y817 1955 (Apr.) 53' CC Constellation, Twin Hercules diesels. This beautiful yacht a standard built Constellation has much extra equipment and brand new condition. Ready to go.

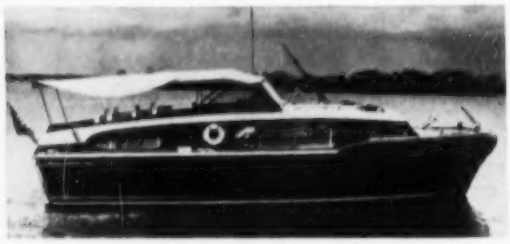
#Y815 1955 (July) 46' CC Constellation. All teak decks. Twin CC 200's. Total time from factory to Florida plus about 10 hours. This is a brand new boat in brand new condition. Many extras. Ready to go.



#Y772 1922 75' Mathis houseboat, Twin Gray diesels, 165's (rebuilt 1952 & 1954) 600 fuel, 900 water, 110v aux. gen. Two singles, 1 double and one double on deck, 3 toilets, shower and bath, 4 crew separate toilet & shower. This fine yacht has much extra equipment and is ideal for invalid or cripple having wheelchair ramps in all sections of boat. This yacht is immaculate and is believed to be available at a ridiculously low price.



#Y806 1938 45' ketch-rigged motorsailer designed by Mower, built by Fairfield, Suda diesel (rebuilt 1953) 200 fuel, 200 water, 1500w, 110v Onan generator, mahogany planked oak framed, teak decks, sleeps 8, much extra equipment. H-C water pressure system, fireplace heated. This beauty fully equipped and ready to go.



36' CHRIS-CRAFT CORVETTE

One of the rare Show Boats of 1954. This Corvette offers luxury cruising for all the family. Sleeps a total of 6 in 3 separate cabins.

Gleaming jet black hull set off by spotless teak decks and deep mahogany varnished cabins with white canvas top over midship bridge.

Equipped with the finest—Bendix automatic pilot, RCA radio direction finder, Munston ship to shore radio, automatic CO2 system, spare propellors, hot and cold pressure water system, twin 145 hp Chris-Craft motors, etc., etc.

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40'9" 1951 HUCKINS "Ortega 40", twin Royals Vee-drive, sleep four in two cabins, shower, phone, heater, hot water. One owner, new boat condition, 95% fresh water use, asking $23,000.

36' 1946 HUCKINS "Sportsman 36", twin Royals, sleep two plus two on motor hatches under canopy, curtains, phone, fish chair, asking $13,500.

31' 1940 HUCKINS double cabin, twin Crowns 1947, sleep four in fore and aft cabins, cockpit between, re-canvassed 1952, asking $7800.

47'10" 1947 ELCO, twin Chrysler V-8 200s 1954, Van Blerck exhausts, cruise 20 at 2800. Two heads, shower, phone, much equipment, captain's care, Florida, asking $27,000.

56' 1934 YAWL, Sparkman & Stephens; Nevins. Six guests, two crew. Engine, galley, dink, and other equipment, all new 1955. Excellent racing record, large sail inventory. Replacement value $200,000. Located Florida. Price $45,000.

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POWER

22' Cruis Along 1955 floor model, 60 HP Gray, 2 bunks, enclosed head.
26' Chris-Craft express 1941, accommodates four, well equipped and clean.
26' Forest Johnson Prowler 1951 model, 2-165 HP Chryslers, exceptional.
27' Owens sedan 1948, 104 HP Gray, accommodates four, well kept.
29' Twin Screw skiff, good accommodations for two, well equipped and kept.
30' Elco Sport cruiser, 115 HP Chrysler, accommodates two, well maintained.
33' Baltzer sedan 1949, 2-95 HP Nordbergs, accommodates six, many extras.
35' Elco sedan 1948, 2-115 HP Chryslers, accommodates six, equipped.
42' DCEB cruiser built by ACF, sleeps six, repowered and reconditioned 1954.

Other good listings available including open boats.

SAIL

23' Alden Indian class sloop, an excellent daysailing sloop, well kept.
26' Stout Falla Sr., accommodates two with large cockpit, many extras.
27' Atkin sloop, reconditioned 1953-1955, sleeps four, full headroom.
28' Japanese built sloop, 1951, Kermath power, accommodates four.

Others available including class boats and daysailers.

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1948, 46' ANNAPOLIS FLYBRIDGE MODEL rigged for sport fishing. FOR SALE OR CHARTER at $500 per week with captain.

49'x39'x14'x5'6" DOGHOUSE CASEY GM DIESEL POWERED KETCH. Nylon working sails; Ratsey genoa and spinnaker. Elec. refrig.; elec. heads; pressure water; teak decks; S/S; bottle gas. Sleeps 5 and crew. Just refinished inside and out. FOR SALE IN FLORIDA READY FOR THE BAHAMAS.

CHARTER THIS 1952, 53' BURGER STEEL DIESEL YACHT IN FLORIDA AT A LOW WEEKLY OR MONTHLY RATE. OTHER LARGER MODELS FOR FLORIDA SALE.

57' GM DIESEL POWERED ELCO. CONTACT MR. LESTER DUNHAM IN WEST PALM BEACH FOR COMPLETE DETAILS AND FLORIDA LOCATION. MANY OTHER FLORIDA LISTINGS.

44' DUTCH BUILT SPORT FISHERMAN available for charter in PALM BEACH through our FLORIDA REPRESENTATIVE IN WEST PALM BEACH.

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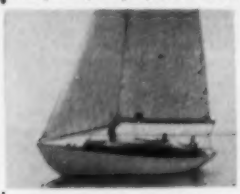

Alden 34' sloop '48 $6850.

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23' StoneHorse Jr. keel sloop for 2 $2450.
25' Gillsmith Cat boat motor '51 $800.
23' Davies mahog. sloop 3 bunks 2 suits $1750.
26' Matthews motor sailer nylon sails $3500.
30' Mathis double end. cutter Palmer '50 $6500.
35' Friendship sloop Larson sails 25 HP $3000.
40' Alden cutter 9 sails race. crui. gear $15,000.
32' Rouk gaff cutter head 3 bunk $1200.
46' Herreshoff C.B. sloop sails '54 $6500.
27' Lemos ketch mahog. plank. 3 bunks $3000.
32' ketch sleeps 6. hedrm motor '50 $8500.
28' H-28 ketch '48 for 5. 2 suits sails $4 50.
35' Alden double end. ketch Diesel '54 $15,000.
39' Alden yawl '55. 8 Dacron sails $26,500.
36' motor sailer '48 sleeps 4. 42 HP $5.00.
45' Casey yawl '47 sleeps 6 Ratsey sails. offer.
28' Gannett schooner '49 motor '52 $5500.

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*Atlantic sloop 14 sails. rigging '54 $1350.
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110 Hagerty '46 Ulmer sails (5) $625.
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Blue Jay sloop Ratsey '52 sails $450.
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29' Mass. Bay Lawley cab. sloop $1500.
24' Minneford keel cab. sloop & motor $1900.

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22' Marscot T.S. '55 skiff $5200.
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30' Chris-Craft '55 T.S. skiff $8250.
29' T.S. Egg Harbor '52 hedrm. $6250.
35' Baum '51 skiff 4 bunks 141 HP $7900.
T.S. Doucette Sport Fishm. '53 $10,600.
27' Portland Sea Skiff '51 hedrm $5750.
42' Bozman '47 Spt. Fishm. 4 bunks $5000.
23' Maycraft '55 Exp. navy top $3250.
26' Baltzer Exp. '54 sleeps 5 $5500.
28' Chris-Craft '47 sleeps 4 $3500.
28' Richardson sleeps 4 motor '47 $2750.
27' Trawler rebuilt '52. 115 HP $1950.
30' Eaglet R.D. '45 cruiser for 6 $4700.
34' Baltzer '49 T.S. motors '54 $8750.
39' Post T.S. cruiser has spars '53 $12,000.
42' Owens Hybridge '49 motors '54 $11,000.

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33' Chris Craft, motor '52
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1955 FLUSH DECK CRUISER

This handsome cruiser was built to American designs in Holland. She was delivered in August and has not been used except for her original shakedown cruises. Hull is steel, decks, superstructure exterior, and interior of deckhouse are all teak.

Engines are GM 6-71 Diesels and maximum speed is reported to be 17 mph. Equipment includes Morse controls, White depth finder, and two 70 Watt ship to shore phones.

Layout is well planned. Forward is crew quarters for two with toilet and shower. Next aft is stainless steel galley to port, dinette to starboard, then comes large deckhouse over engine room. Bridge is semi-enclosed and opens on spacious after deck with built-in stern seat. Below decks aft are three double staterooms and two heads, each with shower.

This lavishly furnished cruiser is the last word in elegance afloat.

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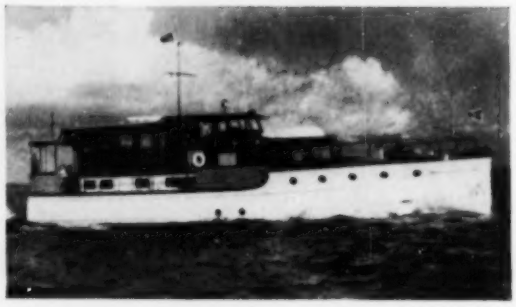

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1953 32' Safticraft T.S. 150 hp. ea.

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1954 34' Richardson Sedan T.S. 115 ea automatic pilot, syncromaster, converter, dinghy.

1954 35' Colonial DCFB, T.S. 115 hp. ea. depth sounder, ship to shore, and many other extras.

1946 40' Wheeler Sedan T.S. 115 hp. ea.

1954 40' Richardson DCFB, T.S. 150 hp. ea. shower, converter and many other extras.

1946 40' Matthews Sedan, T.S. Kermaths, like new. Always kept in boat house. Many extras.

1948 40' Chris DCEB, T.S. 130's—new 1953.

1952 42' Correct Craft DCFB, T.S. 150 hp. ea., automatic pilot, ship to shore, teak decks, shower and many other extras.

1952 42' Chris DCFB, T.S. 145 ea., super sun deck, teak decks and other extras.

1951 44' Wheeler DCFB, T.S. 150 hp. ea.

1949 44' Rogers Sedan with Fly bridge, T.S. 165 hp. ea.

1947 46' Wheeler DCFB T.S. 150 hp. dual controls, shower, ship to shore and other extras—boat like new.

1931 46' Matthews DCEB, 145 hp. ship to shore, shower, gas detector, depth recorder and many other extras. New engine.

1928 46' DCEB, T.S. 145 hp. ea. completely refinished. Dawn design.

1929 50' Elco, T.S. 115 hp. ea.

1941 57' Elco T.S. 6-71 diesels.

1948 60' Annapolis, T.S. 110 G.M. diesels, fully found. Beautiful condition.

1938 60' Wheeler, T.S. 6-71 diesels.

1943 81' Leek DCFB, T.S. 170 hp. diesels.

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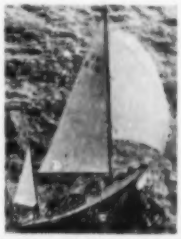
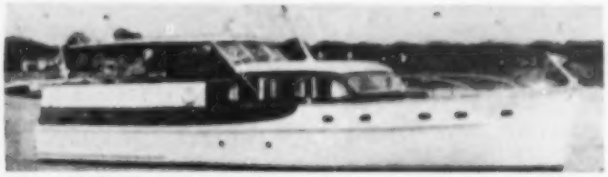


Swedish yawl 1947. 54' x 11'8" x 8'2". Beautifully built. Teak decks. Stainless rig. Fine equipment. Unusual value at $17,500.



54' Burger Built Yacht. 2 GMs 1951. Diesel gen. 5 W.T. bulkheads. Bilge keels. A fine off-shore vessel beautifully equipped, long cruising range, RDF, auto pilot; very roomy, both on deck and below.

53' MS Ketch 1939. Everdur, teak decks, lead keel. Gray diesels 1953. Auto pilot, RDF, Fathometer, 2 showers. Try $25,000.

SAIL

72' MOWER SCHOONER. Draws only 4 ft. 1947 Diesel. Very roomy. Try $14,000.

65' ALDEN DIESEL YAWL 1950. Mahogany, teak & Everdur. Beautiful equip. & sails.

59' N. Y. '40' YAWL. Gray 1948. Beautifully maintained. Good equipment. $10,850.

56' BUGEYE TYPE KETCH 1948. Buda diesel. Interior is rough, but a value at $7,000.

53' ALDEN KETCH 1930. Lovely condition. New stainless rig 1953. $19,000. Try offer.

48' E. MC INNIS SCHOONER. Unusually well built by Graves 1937. $14,000. Try offer.

48' LOVELY GEIGER KETCH 1948. Double planked. Teak decks. Lead keel. Fine equip.

47' SWEDISH YAWL 1949. Beautifully built. Very fast. Fine inventory. $26,000.

44' ALDEN STAYS'L SCHOONER 1925. Unusually well built. Good sails. Asking $12,500.

40' ALDEN KETCH 1930. G.M. diesel. Nylon sails. Ship-to-Shore. $10,000.

40' CASEY YAWL 1939. Keel & C.B. Teak decks. Asking only $12,500.

39' McMANUS SCHOONER 1937. Very attractive. Built for blue water work. $8,000.

38' CROCKER KETCH 1935. Teak decks. Everdur. Gray 1948. S/S rig. Fine equip.

35' RHODES CUTTER 1928. Teak decks & trim. S/S rig. Fine condition. Gray 1950.

34' RHODES SLOOP 1940. Teak deck, bronze fastened. Stainless rig. Gray 1948. $7,900.

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77' RHODES KETCH. K & CB. Teak decks. GM Diesel. Roomy yet fast. $90,000. Try offer.

48' CROCKER KETCH 1936. Lathrop power. Sails 1954. Very attractive. $16,500.

47' WILEY KETCH 1940. Flying bridge. Chrysler 1952. Elec. refrig., S to S. Cheap.

POWER

80' MATHIS BUILT YACHT. 2 GMs 1949. S to S. Deep Freeze. RDF. Asking $40,000.

78' NYYL & E HOUSEBOAT. Rebuilt '48. Twin Diesels. Fine shape. Large Inv. $35,000.

75' GREBE BUILT YACHT. 2 Gray diesels '51. Immaculately maintained. Priced to sell.

60' LAWLEY CRUISER. 2 GMs '47. S to S. Auto pilot. Elec. refrig. Nice lines. $21,500.

63' ELCO. 2 diesels rebuilt '52. Elec. windlass & refrig. S to S. Very roomy. $16,200.

56' FB DAWN YACHT. Custom built '41. Twin GMs 1948. S to S. TV. RDF. etc.

54' FLUSH DECK CHRIS CRAFT 1951. Twin GMs. Elaborately fitted out, inc'l auto pilot.

53' ELCO YACHT 1940. New GMs this year. Modernized throughout. Best of care.

52' TS DC FB WHEELER 1950. S to S. 32V gen. Elec. refrig. & windlass. Asking $38,000.

51' TS DIESEL FB DC MATTHEWS 1940. Auto pilot, S to S. RDF. $27,000.

50' TS ELCOs. Two of these roomy, popular boats, both repowered & in fine shape.

48' MAINE BUILT DIESEL CRUISER 1949. Loran, Fathometer, S to S, auto RDF. Very able.

47' TS SEDAN CRUISER 1948. Very roomy. Shower, gas range, S to S. Try $18,000.

46' DC FB CHRIS CRAFT 1948. New engines '55. S to S. 32V gen., shower. Asking $17,500.

45' TS DC DAWN CRUISERS. 4 of these. All quite recently repowered. From $10,000.

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33' Sportscruiser Sleeps 4, 8 to 8, 25 watt, 110 volt dockside, twin 115 H.P. Chrysler Crowns, hydraulic controls, 12 volt system, water pressure system, compass, echo sounder, spotless, built 1953.

32' Sportscruiser sleeps 4, 8 to 8 100 watt 110 volt dockside, 12 volt system, 12 volt generator, twin 115 H.P. Chrysler Crowns, hydraulic controls, Compass, Pram, built 1955, New condition.

26' Trunk Cabin Cruiser sleeps 4, 8 to 8 12 watt, 6 volt electrical system, single 102 H.P. Gray Marine 1953, Aqua-Clear, water pressure system, built 1938, good condition.

OTHERS

35' Elco Sedan, sleeps 6, 8 to 8 10 watt, 110 volt dockside, twin 155 H.P. Chrysler Crowns 1950, 6 volt system, manual controls, compass, Fathometer, pram, outboard motor, other extras, built 1948—good.

33' Richardson Sportscruiser, sleep 4, 6 volt system, twin 115 H.P. Gray Marines, hydraulic controls, 2 fishing chairs, 42 watt 8 to 8 loaded, built 1953, new boat condition.

34' Higgins Commando Sedan, sleeps 6, 8 to 8 25 watt, 6 volt system, twin 115 H.P. Chrysler Crowns, manual controls, 12 volt gas generator, Pram, Fish box, built 1948.

32' Brandt Sportscruiser, sleeps 4, 12 volt system, twin 75 H.P. Palmers, hydraulic controls, 25 watt 8 to 8, copper gas tanks, cockpit curtains, motors rebuilt 1954, boat built 1950 excellent.

34' Consolidated Sedan, sleeps 5, 6 volt electrical system, head and galley, Plywood Pram, hull refastened 1955, single 150 H.P. Chrysler rebuilt 1954, searchlight, horn, compass, built 1930, good condition.

32' Merton Johnson Sea Skiff, sleep 4, 6 volt system, twin 115 H.P. Chrysler Crowns 1947, manual controls, teak decks, copper tanks, 15 watt 8 to 8, Kelvin White Compass, built 1941.

34' Richardson Sedan sleeps 6, 6 volt system, twin 115 H.P. Chrysler Crowns 1953, hydraulic controls, Kelvin White Compass, hull wooded 1955, lots of extras, built 1952, new boat condition.

26' Chris-Craft Express Cruiser, sleeps 2, 12 volt electrical system, 50 Watt 8 to 8, single 145 H.P. Chris-Craft, manual controls, very fast, built 1955, excellent condition.

ALDEN OFF SOUNDINGS SLOOP

42'2" x 30'6" x 10'8' x 5'10"

The Alden Off Soundings yawls and sloops have proven to be consistently good performers, easily handled and comfortable for cruising, yet with a good turn of speed for racing. This sloop was built in 1939 by Casey. Planking is 1¼" mahogany, galvanized fastened.

Forward is a folding berth for crew over storage in the forepeak. Next aft is galley, then comes main cabin with a berth on either side. Next comes head to port with hanging locker opposite. Owner stateroom is aft with two berths.

This attractive sloop has just been placed on the market due to a sudden change in her owner's plans and the price has been established at $11,500 to effect a prompt sale.

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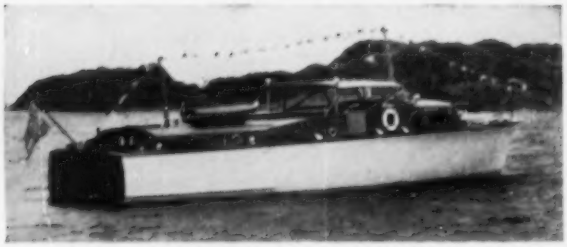
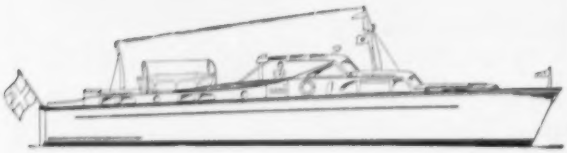
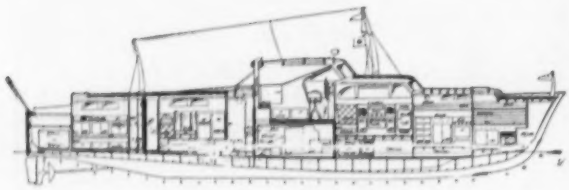
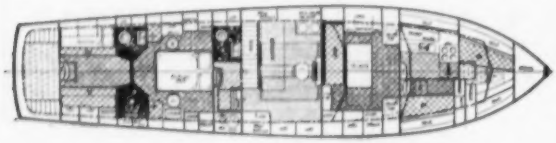
OCCASION









L.O.A. . . . 62', L.W.L. . . . 58', Beam . . . 15', Draft . . . 4', Displacement with empty tanks . . . 48,500 lbs., Twin ALBIN Diesels, tot. 210 H.P., Reduction gear . . . 2:1, Fuel tanks . . . 800 gals., Water tanks . . . 265 gals., Speed . . 6 m.p.h.

Built in Sweden 1952-53 with all of selected African Mahogany. Decks and cabin roofs of Teak, deck trim and cabin sides of first class Honduras Mahogany. All roofs are double-planked with water-proofed canvas between planking. Roofs are well heat-insulated. Very strong bottom-construction with galvanized floors of steel plate and four stringers of galvanized steel riveted to steel floors. Frames of galvanized steel 1¾" x 1¾" x 3/16", spaced 24" and between every steel frame are two steam bent oak frames. The roof over the pilothouse is fitted with plexiglass and can be covered with a tarpaulin if needed.

The Cruiser is equipped with Automatic Pilot and Hydraulic Steering. Electric equipment are 2 12 volt starting batteries for each engine and 10 12 volt (total 120 volt) batteries for electric light, deep-freeze box, refrigerator and 2 water pumps.

EQUIPMENT

Forward cabin: 1 70 lbs. anchor with 270' chain and windlass. 2 ELECTROLUX refrigerators, 1 4-burner gas-stove, 1 FRIGIDAIRE deep-freeze box, complete cooking equipment. Fresh- and salt-water pumps for galley, toilet-room and shower.

Deck saloon: 1 Radiogram, Bar with bottle-rack and glass-rack, Cupboards with complete outfit of chinaware for 12 persons, Barometer and deluxe ship's bell clock, 4 chairs, 1 table and 1 sofa.

Pilothouse: Automatic Pilot, Direction Finder, two gas-bottles for stove, Loud-speaker from radiogram, Chart-table and drawer, Phone system between pilothouse, forward cabin, guest stateroom and owners stateroom.

Entrance: Oil heating plant with connections to all compartments, Toilet-room with water-toilet and lavatory.

Engine room: Twin ALBIN-diesels, 105 H.P. each with stainless steel exhaust pipes, Hydraulic throttle control, Generator with direct-coupling for charging batteries, Stainless steel propeller shafts with rubber couplings and SKF bearings.

Owner's stateroom: Radio, Berths for two, 4 Dress lockers, 1 Writing-table with chair, Powder compartment with mirror, 2 Fixed armchairs, Shower-room with shower and lavatory, Toilet-room with water-toilet and lavatory.

Guest stateroom with 4 berths.

The Cruiser has a total of 9 berths with mattresses and complete equipment of 15 blankets, 40 sheets, 38 pillow-cases and 50 towels. Fire extinguisher for engine-room consisting of 2 CO_2 tubes, releasable from pilothouse.

Life boat of pressure molded mahogany.

This beautiful Cruiser is now offered at a very reasonable price. Can be delivered earliest in May 1956 to US East coast after complete overhauling.

Our Yacht-agent from Sweden will be in US during January-February 1956 for further information.

SWEDISH BOATING, INC.

103 Park Avenue, New York 17, N. Y., MU 5-7767

FOR SALE

DIESEL YACHT

75' L.O.A. 15' Beam 3'9" Draft

Designed and built by New York Yacht Launch & Engine Co.
Yellow pine planking, oak frames, teak houses and decks
Water capacity 1,000 gals. Fuel capacity 875 gals.

MACHINERY

Two General Motor 671 reduction gear diesels installed July, 1955. 7½ KW Hercules diesel generating plant. New 110 volt Groco hot water heating system. New Westinghouse electric deep freeze. Shore charging converter. Two heavy duty banks of lighting batteries.

ACCOMMODATIONS

Two large double staterooms the width of the boat, plus 2 single staterooms. Offers spaciousness with gracious living for 6. Two lavatories with bath and shower. Newly furnished, attractive deck salon offers living room as well as dining facilities.

Aft flush lounging deck affords extensive room for entertaining. An aft sunken well deck lends itself for fishing.

Galley is forward and is full width of ship. Contains 4 burner gas stove with oven and broiler, gleaming stainless steel sink and counters, elec. refrig., and deep freeze.

Crews' quarters for four, lavatory and shower.

EQUIPMENT

RCA radio tel., TV, two inverters, 16' white cedar dink with outboard, elec. windlass, air compressor, elec. toilets, new deck furniture, with Vivatex covered foam rubber cushions. Completely redecorated with new rugs and drapes throughout. All new box springs and mattresses, linens, blankets. In full commission and ready for immediate use.

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YACHT SALES

271 North Ave., New Rochelle, N.Y. New Rochelle 2-2066

ALDEN DIESEL AUXILIARY CENTERBOARD KETCH FOR CHARTER

68 x 52'6" x 18' x 6'

This comfortable cruising ketch was built by Goudy and Stevens in 1948. Auxiliary power is furnished by a 165 hp Gray Diesel. An independent Diesel generator furnishes electrical power. Equipment includes electric refrigeration, gas range, ship to shore phone, RDF, automatic CO_2 system, electric windlass, 10' dinghy and outboard motor.

Accommodations include two double staterooms and berths for five in the main cabin. Crew quarters are forward for two.

This attractive ketch is available for charter out of Miami at a price of $3500 per month, including crew of captain and steward.

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Yacht Brokers **Tel. HUbbard 2-2910** **Naval Architects**
Member Yacht Architects & Brokers Association

NOW OFFERED FOR SALE

P-40-128 Eldredge-McInnis designed dragger type cruiser. Built 1953 by Onset Bay Yacht Yard. Not a conversion but custom built on the lines of a successful fisherman. 40'3" x 13'3" x 4'7". G.M. 100 H.P. diesel gives 9½ knots. Cypress and teak interior. Sleeps 4. Large galley. Extremely well equipped and in new boat condition. Must be seen to be fully appreciated. For full particulars contact Eldredge-McInnis, Inc

C-40-16 Owens 40' cutter built 1946. Completely overhauled 1952 and refinished in 1955. Sleeps 4. Teak decks. Well equipped including radio telephone, fathometer, dinghy with outboard, etc. Asking $10,500.

P-27-22 Elco 27' Express cruiser built 1947. Sleeps 4. New motor 1953. New standing top 1955. Celastic decks and tops. Asking $6,650.

S-38-9 Rhodes designed 38' x 29'5" x 9'8" x 5'8" sloop. Built by Lund in 1939. Sleeps 6. Good racing record. Rates 27.75. 12 sails in all. Located Conn.

P-40-126 Matthews 40' sedan 1947 model with 1954 Chrysler Majestics. Sleeps 6. "A" frame mast for fishing. Well equipped. Located Mass.

Y-56-3 Alden yawl built by Dauntless in 1931. Double planked hull. Sleeps 6 aft—2 in crew. Teak decks. Finest workmanship. Located Conn.

P-29-10 Richardson 29' Express cruiser built 1953. Twin Nordberg 95 H.P. motors. Sleeps 4. Has only 50 hours use. Asking $8,700. Located Mass.

K-51-3 52' C.B. ketch designed by Munroe. Yellow pine planking. Shoal draft. Sleeps 5 aft—2 in crew. Gaff rig. G. M. 55 H.P. diesel. Sails new 1953-55 Asking $12,000. Located N. Y.

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29' Sea Skiff '52 95s	Try	$ 7,300
31' Wheeler Sedan Late '50 100s		$13,500
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32' Truscott Sedan '48 115s		$ 8,900
33' M. Johnson SF '55 155s		$22,000
33' Owens Sedan '49 100s	Try	$ 6,950
34' FBSF Dual-Control '54 200s		$21,500
34' CC Commander '51 145s		$10,750
34' Huckins FB Sedan '49 115 HP		$ 8,500
34' FB Sportfisherman '54 200s		$21,500
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35' CC Flybridge SF '54 145s		$21,000
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40' FB Wheeler '46 115s	Try	$10,750
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41' DCFB CC '48 130s '52		$13,000
42' "Downeast 42" SF '54 V-8s		$35,000
46' Huckins '49 140s		$27,000
48' Elco Sedan '48 200 V-8s		$25,000
50' CC Catalina '51 160s	Try	$21,500
50' Mystic FB Cruiser 160s '52		$15,000
53' CC Conqueror '54M 225s	Try	$35,000
53' CC Constellation '55 3-190s		$50,000
56' Mathis Houseboat '22 TS		$25,000

DIESEL POWER

36' FBSF Inland Stl. '54 4-51s		$25,000
42' CC Commodore '55M 150s		$38,000
50' PD Wheeler '52 6-71s	Try	$48,000
51' DCFB Annapolis '47 4-71s		$45,000
51' PD Wheeler '55 6-71s	Try	$75,000
52' PD Wheeler '51 6-71s	Try	$50,000
52' Huckins '54 6-71s	Try	$75,000
52' CC Conqueror '53 6-71s	Try	$40,000
53' Elco '39 6-71s '55		$38,000
53' FD Burger '50 6-71s	Try	$55,000
54' FB Burger (New) 6-71s		$71,000
55' Elco Express SF '46 6-71s	Try	$25,000
57' FD Burger '48 6-71s	Try	$55,000
58' Elco '41 6-71s		$45,000
60' FD Annapolis '48 6-110s	Try	$75,000
60' FD Consolidated '46 6-71s		$75,000
62' Britt Cruiser 6-71s '53		$40,000
63' FD Burger '51 6-71s		$80,000
64' FD Hoff.-Am. '54 6-71s	Try	$85,000
65' FD Peterson '46 6-71s		$79,000
82' Feadship Yacht '53 800 HP		$220,000
83' CG Conversion '42 6-71s		$55,000
98' Steel Cruising Yacht		$145,000

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34' Hinckley Sloop '48		$11,000
36' Mathis Aux. Cutter '41		$11,500
40' Aux. Ketch Munroe '47		$16,000

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46' Eldredge-McInnis '29 6-71s		$15,000
52' Davis '38 Twin 100s	Try	$20,000
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40 Years Quality Service

Amory Marine Corp.
Hampton, Va.

Gentlemen:

I think I have had the Clayton skiff long enough to give you an e-ticket-stuffin report on its performance.

I am very well pleased with it in all respects. While I still do not know the engine completely inside-in, there is every indication that I shall get real service and plenty from this outboard. For its size it is one of the most smartly built I have ever seen. It certainly creates most favorable comments everywhere it is seen.

You people are to be congratulated on your fine organization. It is a real pleasure to do business with such a firm. You overlooked no details in getting my boat equipped as I wanted it and helping in many other ways. When I am ready for a larger boat you know where I shall come.

HurricaneIone did so very little damage. I was quite fortunate considering the extremely high tides around Roanoke Island. I had one plank slightly covered and a few top fastenings broken but other than that no damage.

I wish you have the cradle for this boat put aside. I do not know when I will be able to get it, as my plans for the winter are still uncertain. I will appreciate it if you will see that it is not displaced or damaged until I can make arrangements to take care of it.

Again, many thanks for all you have done, and best wishes to each of you.

Yours very truly,
P. P. Councill, Jr.

JPC:jr/bm

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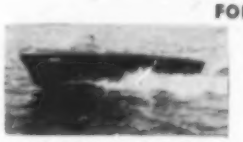
50 NEW BOATS ON DISPLAY

FOR SALE



24' 1953 CHRIS-CRAFT Holiday powered with 158 HP, folding top, mooring cover, teak cockpit, beautifully kept, $3,850. We can deliver anywhere.

32' 1953 SAFTICRAFT, repowered with 1955 200 HP V-8 Chrysler fresh water cooled. Sleeps 7 with dinette, equipped with Ship to Shore phone, life raft; boat in new condition from stem to stern. Reasonably priced, in the water, ready for delivery.

39'8" Auxiliary Ketch, designed by Ashley D. Adams, built by Hutts of Quincy, Mass. in 1934, powered with 1949 RedWing, sleeps 5. Has always been unusually well-maintained; reasonably priced. Consult Amory Marina for complete details and price.

75' GREBE powered with 1952 GM diesels. A truly luxurious yacht, with complete accommodations for 8, steam heat, all latest navigational equipment and completely fitted out for extended cruising. At our Marina, available for new owners immediate use.

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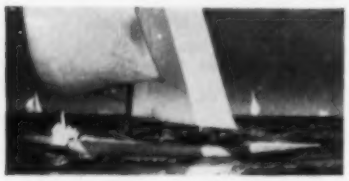
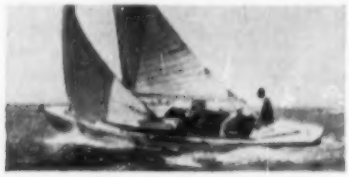


U.S. One Design

37′ x 24′ x 6′ x 5′6″ Designed: Alden-Alberg. Built: Quincy Adams 1948 Bronze fastened, lead keel. Topsides finished bright. Excellent sail inventory. Sleeps two. Price $4500.



Yankee One Design

30′6″ x 24′ x 6′6″ x 4′6″ Built Quincy Adams 1933. Bronze fastened, lead keel. Stainless steel rigging new 1955. Sails in good condition. Sleeps two, toilet. Price $3500.

Friendship Sloop "Jolly Buccaneer"

45′ x 13′ x 7′6″ One of the last of these famous ships. In good condition. Rebuilt 1951. Double stateroom fwd. Sleeps 4 in main cabin. Galley aft with Shipmate. 65 h.p. Buda diesel, rebuilt 1954, 12 v generator in separate engine room. Radiotelephone, direction finder, CO2 system. Complete sail and equipment inventory. Price $6500.

The ORIGINAL BEETLE CAT

32′ x 9′ x 2′6″

Built 1945. 77 h.p. Gray engine, fresh water cooled. Sleeping accommodations for two. Deckhouse now removed. Price $3500.

Herroshoff Fish Class

21′ x 16′ x 7′ x 3′ Extensively rebuilt 1955 New main and jib. Price $2000.

15′ x 5′6″ x 2′ Open Launch

Built 1947. 25 h.p. Gray, windshield, cockpit cover, reversible fishing chair aft. Has been maintained as yacht tender by owner interested in fishing. In excellent condition. Price $750.

FAST DIESEL CRUISER

70′ x 15′ x 5′

This attractive and fast Diesel cruiser was designed and built by the Luders Marine Construction Company in 1946. A considerable amount of research was done on the preliminary design and extensive tests were made with towed models before the lines were finally decided upon. This was necessitated by the fact that the original owner required not only a fast vessel with excellent seagoing characteristics but a boat which could serve as a large sport-fisherman as well. Construction is of the highest grade throughout, comprising a triple planked, bronze fastened hull with mahogany trim and superstructure, and teak deck in the unusually large cockpit.

Power is furnished by three General Motors 6-71 Diesels which give a sustained cruising speed of 17 knots at 1750 rpm. Auxiliary equipment includes 110V independent Diesel plant with 110V batteries, powerful ship to shore phone, ultrasonic depth finder, air conditioning in owner's quarters, hot and cold pressure water system, heating, electric refrigeration, deep freeze, electric windlass, full hydraulic controls and other extras.

Crew quarters for two forward are followed by two single staterooms, full width galley with exceptional head room, main living cabin sleeping one with engine compartment under, and owner's full width double stateroom aft with large enclosed toilet and shower room.

Ample fuel and water insure a wide operating range and the boat is ideally suited to cruising and fishing in Bahamian or similar waters where the element of times makes it necessary for the owner to get there and back with speed and safety under all reasonable weather conditions. Available for immediate delivery and most attractively priced for a vessel of her size, speed, and quality. Ask for our No. D-70-X-653.

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SAIL

WARNER CRUISING SLOOP → 32′ x 29′ x 10′11″ x 4′. A very comfortable and complete cruising boat that has been beautifully maintained. Accommodates 5 in two cabins. Teak decks, Gray Motor. Reiser sails with roller reefing, life lines, hot and cold pressure water system, shower, radio phone, fathometer, electric windlass, cockpit icebox plus other equipment & conveniences. Inspection by appointment. **No. 70-A**

FAMOUS ALDEN YAWL by Dauntless 1931 under Major Smythe's supervision. 56′5″ x 41′ x 12′5″ x 7′3″. All selected materials—mahogany, teak, butternut. Sleeps 8. Repowered 1948. Excellent condition. Ideal dark horse for Bermuda race. Details available. **No. 6178**

PHILIP RHODES CUTTER built 1950. Mahogany and teak. 46′6″ x 34′ x 11′3″ x 6′6″. Reiser sails. Gray 42 H.P. Motor. 6 berths. Extremely fast. Asking $28,000. **No. 5767**

WARNER YAWL 39′10″ x 27′6″ x 10′1″ x 6′, built 1947. 2 berths main cabin & 2 quarter berths, galley & 1 berth forward. Reiser sails. Gray 4-112 motor. Well equipt. Asking $15,000. **No. 412-B**

STEEL HULL YAWL Dutch built 1953. All teak trim. 38′ x 30′ x 10′ x 5′. Gray 60 H.P. Motor. Good accommodations for 6. Well maintained. asking $17,500. **No. 6162**

CUSTOM HINCKLEY SOU'WESTER with teak decks. 34′2″ x 24′9″ x 9′2″ x 4′10″. Built 1946. 25 H.P. Universal. 4 berths in 2 cabins, extra long berths, 6″ foam rubber. Reel winches. light sails, well maintained. Price $11,000. **No. 4251**

SHOALER CLASS C. B. SLOOP built by Graves 1948 to Hunts design. 32′ x 26′2″ x 8′ x 2′4″. Full headroom, stainless rig. Gray 25 H.P. Motor. Sleeps 4-6 in 2 cabins. Many sails, fully found. Very fast. Excellent value at $8500. **No. 6171**

HANNA TAHITI KETCH Built to best specifications by Shaw 1947. 30′ x 10′ x 4′. Full headroom, raised deck. Lathrop 45 H.P. new 1951. Teak decks, lead keel. One of the best. Excellent condition. **No. 5178**

CAPE COD CAT by Alden, built 1952. 18′1″ x 8′7″ x 2′. Marconi rig. 2 bunks, toilet, self-bailing cockpit. Universal 12 H.P. Motor. Excellent condition. Asking $4200. **No. 6107**

POWER

26′ CHRIS-CRAFT SPORT CRUISER 1954. Chris-Craft 95 H.P. with Aqua Feeder. 4 berths. Excellent condition. Price $5450. **No. 6170**

31′ POST SPORT CRUISER 1954. Chrysler Royal. Radio phone. Accommodates 4 in 2 cabins. **No. 6195**

32′6″ BALTZER (Newburyport) CRUISER. New 86 H.P. G. M. Diesel Motor 1955. Good condition. Price $8500. **No. 5857**

35′8″ SPORT CRUISER—FISHERMAN designed and built by Seth Persson 1948. Twin 65 H.P. Lathrops. 6 berths, pulpit, mast-head seat. Radio phone. A fine boat. A real buy. **No. 5440**

42′ SEDAN CRUISER with fly bridge. Built by Christiansen of Miami '51. Accommodates 9. Twin C. C. 160 H.P. Speed 20. Auto. pilot. Fathometer, phone. Kiddie system, shower, hot water, teak decks. Price $17,500. **No. 5915**

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LUXURIOUS DIESEL CRUISER

STATEROOM

DINING SALOON

AFT LOUNGE DECK

LIVING SALOON

Without doubt one of the most distinctive vessels of her size and type afloat, this handsome 84' cruiser designed by Frederick C. Geiger and built by Morton Johnson in 1946 is offered for sale only because her owner is building a larger yacht. An ample beam of 17' assures spaciousness and comfort both below and on deck, and a fully loaded draft of 5'6" provide the seakeeping qualities which have enabled her to cruise extensively in Caribbean waters during the past several winter seasons.

Quarters for the owner and his guests comprise three exceptionally large, full width double staterooms each with private bath and shower. In addition there is a dining saloon forward slightly below the level of the main deck, a spacious main living cabin and good sized after lounge deck with small cockpit all the way aft. Crew space for three men with adequate toilet and shower facilities is located in the forecastle and captain's cabin adjoins the pilot house amidship.

The main power plant consists of twin General Motors 6-110 300 hp Diesel engines newly installed in the fall of 1954 which give a sustained cruising speed of 14 knots. New five bladed propellers driven through 2:1 reduction gears insure smooth, quiet, and vibration-free operation and oversize rudders make for ease of handling. The 110 volt electrical system is served by a most adequate 7 KW General Motors Diesel auxiliary plant with new Dekka storage batteries and constavolt also installed in 1954. 1000 gallons of fuel oil and 1400 gallons of water are carried in black iron and Monel tanks respectively.

Other auxiliary equipment necessary for comfort, convenience, and safe operation includes such items as powerful 150 watt radiophone, radio direction finder, sound and heat insulation throughout with forced draft ventilation, ultrasonic depth recorder, autopilot, two aluminum small boats with outboard motors, electric refrigeration and two deep freeze units of a capacity sufficient to carry stores for 10 persons for 6 weeks. Ideal electric windlass and adequate ground tackle. The galley is fully equipped, contains ample stowage space, and is most conveniently arranged to serve the dining saloon, main cabin and after deck. This feature has enabled as many as 40 persons to be entertained at luncheon.

Fully found and equipped in all respects, this unique and handsome vessel is completely furnished and appointed in the best of taste. Inspection may be arranged in Miami by appointment through the Bertram offices, and delivery can be effected in early April. The owner has generously offered to allow a purchaser to use the boat (including the crew) without charge from January 16th through February 12th. For further information, price, etc. write, wire or phone.

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AUTHORIZED DEALER

LEEK PACEMAKER

26' Motorsailer, 1952; rebuilt, 1955 by us; 31 horsepower Gray engine, 1952; sleeps 4; enclosed head; galley; automatic bilge pump; located our yard. #A-210.

30' Hacker speedboat with new Chrysler 200 horsepower engine installed, 1955; fittings rechromed 1955; varnished hull; excellent for water skiing or rides; very fast. Located our yard. #S-309.

37' Eldridge-McInnis auxiliary yawl; 25 horsepower engine; sleeps 6 in double cabins; sails by Ratsey, 1953; owner anxious to sell; located our yard. #A-303.

38' Auxiliary schooner built 1949 by Stennes, 1952 Gray engine with aqua clear system. Sleeps three sails and all equipment in good condition. Located Falmouth Harbor. #445.

46' DCFB Wheeler, 1949. Twin screw Chrysler Royals 1953, sleeps 8, gas stove, dinghy, shower, 32V system, many other extras, located on Cape Cod. #224.

25' Warner sloop, 1938; sixteen horsepower Gray, 1954; sleeps three; enclosed head; new sails, 1955; teak deck; topsides wooded, 1954; roller reefing gear; only one of its kind and in excellent condition throughout. Located Connecticut. #A-211.

MATTHEWS CRUISERS

42' Alden offsounding yawl, built 1941 by Goudy & Stevens, 1953 Gray engine, sleeps four and one crew forward. This is the last offsounding yawl built; one foot longer on waterline and wider beam makes the interior very spacious throughout. Many extras. Located our yard. #418.

39' Chris-Craft express 1952, twin screw automatic bilge pump, RCA radio-telephone, Constavolt, and many other extras. This is a clean fast boat in excellent condition, at our yard. #222.

53' Alden ketch, built 1930, long leaf pine planking, new engine 1954, sails in 1955. Onan generator, deep freeze, electric refrigerator, CO2 system, gas and coal stove, sleeps 7, monel tanks. #436.

34' FB Baltzer sport fisherman, single screw 1952, sleeps 4, stainless steel galley, swordfish pulpit, fish chair, aqua clear feeder, located on Cape Cod. #220

SAIL

#902—Nova Scotia Aux- → Ketch 45' x 31' x 11' x 6'6 in. 2 sets sails, 1 new dacron, gray engine, fathometer, air cushions, fully found $8,500

25' Dutch Treat Sloop, '55, sleeps 2, owner has bought power boat. #609 ..... $4,600

36' Hinckley Yawl, '52, exc. condition, every extra, #704 ..... $23,000
40' Owens Cutter, '46, rebuilt '55, good racing record, #604—asking $13,000
44' Schooner, '30, rebuilt '53, sleeps 6—#802 ..... $ 8,500
46' Hinkley Sloop, '46, sails '51 & '55, "a gold plater", #605—asking $24,000
47' Schooner, Eldridge McInnis Design, sleeps 5, fully found, #802 ..... $ 8,500
66' Schooner, exc. for chartering, complete record. '54-'55, #803 ..... $25,000
12½' Fibreglas Beetle Cat—with trailer, #105 ..... $ 600
19' Cape Cod Knock-about—#109 ..... $ 500
Blue Nose Sloop, sails—1 set, #110 ..... $ 900
Stone Horse Jr., Herreshoff Design, beautiful sailer, #114 ..... $ 1,800
Brutal Beasts—$300 Up
Swedish Twin Wing Sailboat #116 ..... Make Offer
210 Racing Sloop, 1948, exc. racing record, 3 sets of sails, #121 ..... $ 2,300
Other racing class boats $650 and up.

POWER

18' Outboard Cabin Cruiser, 1953, sleeps 2—#517 ..... $ 1,695
24' Richardson, 1933—New engine '55, well cared for #501 ..... $ 2,200
26' Richardson, '36, Chrysler engine, 10' pram, chrome fittings, #502 ..... $ 3,700
27' Richardson, '51, excell. condition, fully found #505 ..... $ 5,100
31' Owens Flagship, Six Sleeper, Express, '55, used 44 hrs. bargain #506 ..... $ 9,000
31' Baltzer, '51, Packard, 100 hp. sleeps 5, dinghy & all extras, #524 ..... $ 9,200
31' Chris-Craft Express Cruiser '52—2 Chris-Craft 95 hp. used 200 hrs. #527 ..... $10,000
32' A.C.F. '36—Chris-Craft 130 hp. '51, Recent reconditioning, #525 ..... $ 6,000
34' A.C.F. '35 2 Chrysler Aces—Radio-tel—Dinghy, #522 ..... $ 7,500
35' Hubert Johnson Sport Fisherman—Twin Packards, 7' Oldtown with Evinrude 3 hp, #514 ..... $16,500
38' Matthews '38, Sport Fisherman, Flying Bridge etc. Beautiful #526 ..... $ 8,000
38' Matthews, '37 Twin Chryslers Hull wooded '55, interior exceptional #510 ..... $ 9,500
39' Wheeler, '38, Twin Chryslers, Fully found, #515 ..... $ 9,500
56' Power Cruiser, Dawn Hull, accom. 9 plus 2 in crew, will stand rigid survey, #518 ask. $25,000

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(Near Railroad Sta.) **NE 2-2116-W**

1952—50' FLUSH DECK WHEELER

Twin 6-71 GM Diesels. Captain maintained. Top yachting condition. Loaded with every conceivable extra. Available Florida delivery.

100' MATHIS CRUISING HOUSEBOAT

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160' LUXURIOUS WORLD CRUISING YACHT

Built post war to the highest standards. 5,000-mile cruising radius. Everything you could expect on a luxury yacht, and more. Tip-Top condition. Available at a saving of approximately $1,000,000. Substantial inquiries only considered.

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Alden Auxiliary Schooner, 44' x 11' x 7'. Has everything. Old but in top yachting condition. Exceptional buy, below a fair price. Available Chesapeake.

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58' **ALDEN SCHOONER**, famous vessel now offered for sale. Fine condition, fast.

42' **ALDEN SLOOP**, Late prewar yacht built by Casey. Owner says sell.

26' **STADEL CUTTER**, never used. This little ship is custom built by master craftsman in his own yard. He cannot use her.

Many fine power yachts for fishing & cruising, 20 to 200'. Although charter dates are now limited, we still have some choice dates available on excellent and popular yachts.

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MANTOLOKING NEW JERSEY

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IDEAL FOR FISHING AND CRUISING

50' x 11'6" x 3'6"

Designed and built by West Mystic Shipyard 1939. Completely equipped for deep sea fishing, outriggers, flying bridge, fighting chair, dinghy and outboard motor, rods and reels all sizes. Cruising range 500 miles. Auto pilot. Ship to Shore radio, twin 165 H.P. Chris-Craft engines 1953. Sleeps 7, shower, three toilets, hot water heater, pressure water system, independent light plant, battery charger, generator, gas stove. CO2 fire protection system, linens, silver, kitchen utensils. Carries 400 gallons water. A beautiful pleasure boat; must be seen to be appreciated. Sacrifice price.

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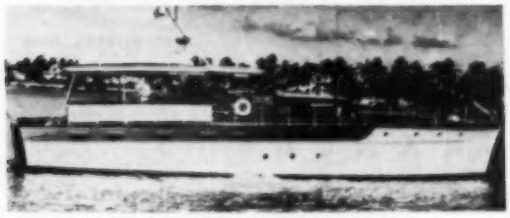
ABLE FLUSH DECK CRUISER



65' x 15' x 4'6"

Seagoing ability, beauty, and comfort have been combined in this modern cruiser. She has proven herself off shore on many occasions and her staterooms are as comfortable as any we have seen on a yacht of this type. The two very large staterooms are aft, one with two single beds and the other with two single beds, upper berths optional to sleep two more. Each stateroom has an adjoining toilet with shower. Crew quarters are also more comfortable than usual, with two berths in the forecastle, captain's stateroom, toilet and shower. The spacious galley is equipped with gas range, electric refrigeration, and deep freeze. The deckhouse is of moderate size and the promenade deck is large and attractively furnished. This area is covered by a permanent canopy fitted with curtains so that it may be partially or completely enclosed. All the way aft is a fishing cockpit.

John H. Wells designed this cruiser and she was built by Julius Petersen, Nyack, New York in 1946. The hull is mahogany, double planked over heavy oak frames, Everdur fastened. Deckhouse and trim are of mahogany and her decks are canvas covered, except for teak cockpit deck.

Main engines are two GM 6-71 Diesels, new 1949, rebuilt 1951. Cruising speed is 10 knots. Fuel capacity is approximately 1000 gallons, ample for extended cruising in the Bahamas.

The electrical system is 110 volts and her storage batteries were new in 1954. The generator is a 3 KW US Diesel.

Equipment includes a 14' aluminum boat, electric windlass, automatic pilot, Lux system, two ship to shore telephones, RDF, three broadcast receivers, record player, and television.

Ownership is an important factor in any vessel. The owner of this yacht has spared no expense to equip and properly maintain her.

We enthusiastically recommend this listing to the man who appreciates the opportunity of finding a yacht which is in top shape in all departments. She is realistically priced.

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Schooner 97 x 83 x 25 x 12. Probably the strongest schooner ever built, complete with boat keeper, radio-telephone, R.D.F., Loran, 500 charts, seventeen berths, diesel power, refrigeration, copper sheathed bottom, 2 boats, three staterooms, seven fine sails and rigging, and the smell of stockholm tar.

Price—$22,500 Will Consider Financing

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33' RICHARDSON EXPRESS. 1952. Twin Grays. Sleeps 4 in 2 cabins. Very well equipped and a fine value. Ask. $8500.

37' FLY BRIDGE BALTZER. Delv'd August, 1950. Sleeps 4. Dual controls. Unusually well equipped. An exceptional buy at $9750.

40' MATTHEWS SEDAN. Twin Royals. Sleeps 6. Completely equipped. Excellent condition. Ask $14,250.

42' CUSTOM SPORT FISHERMAN. Blt. by Sample 1954. Twin Chrysler V 8's. Sleeps 6. An outstanding yacht in top condition.

45' HUCKINS SPORT FISHERMAN. 1953. Twin Chrysler V 8's. Sleeps 8. Dual controls, fathometer, S/S, full fishing equipment. Top shape. For sale or charter.

46' FLY BRIDGE ANNAPOLIS. Delv'd 1948. Sleeps 6 plus crew. Equipped for cruising or fishing. Recent fresh water cooled power. Immaculate. For sale or charter.

52' CHRIS-CRAFT CONQUEROR. Three 1951 Chris-Craft 160's. Sleeps 8. Fullest and finest equipment. Try offer $20,000.

53' FLUSH DECK BURGER. Commissioned 1951. Twin GM's. Three staterooms. A top notch boat fairly priced.

55' FLUSH DECK ANNAPOLIS. 1947. Twin GM's. Three doubles plus crew. Loaded with equipment. Always maintained in excellent condition. Reasonable.

57' FLUSH DECK STEEL CRUISER. Blt. by Burger 1948. Twin GM power. Three doubles. Well maintained. Well equipped and a good value.

60' FLUSH DECK CONSOLIDATED. Beautifully built in 1946. Twin GM power. Sleeps 7. Spacious accommodations, top shape and a good value.

61 CRUISING HOUSEBOAT. Blt. by Trumpy. Twin 1947 diesels. Three doubles. Equipped for comfortable cruising and living aboard. One of the best maintained yachts afloat. Available for charter or sale. Reasonable.

85' DIESEL YACHT. 1951. Four GM diesels. Luxurious accommodations for 10 plus crew. An outstanding yacht offered at an unusually low price.

63' FLYING DECK BURGER. 1950. GM Diesels. 3 dbls. Outstanding equipment including radar. Well maintained. A real buy.

55' DIESEL CRUISER. Flush deck. Beautifully built by Trumpy 1955. GM Power. Sleeps 6 in 3 cabins plus crew. Exceptionally well equipped for comfortable cruising. Available at reasonable rates for charter with competent crew.

67' DIESEL HOUSEBOAT. Twin Cummins. Spacious accommodations. Well found. An excellent value at $15,000.

60' FLUSH DECK STEEL YACHT. Custom built 1948. Twin GM power. Luxurious accommodations for 5 plus crew. Fully air conditioned. Every conceivable bit of equipment. Has just been completely refinished. Can be purchased at bargain price.

GOOD LISTINGS WANTED

AUXILIARIES

25' STADEL KETCH. Completed 1945. Gray power. Sleeps three. Stainless rig. Ask. $5500.

35' DOGHOUSE SLOOP. Blt. 1952. Teak decks. Sleeps 5. Very well equipped, roomy and comfortable. Ask. $16,000.

40' WARNER YAWL. Delv'd 1947. Gray power. Sleeps 5. A well equipped, fine family cruising boat. Ask. $15,000.

43' SCHOONER. Beautifully blt. by Dauntless. 1950 power. Sleeps 6 to 8. An excellent buy. $8500.

43' SCHOONER. Beautifully built by Dauntless. 1950 power. Sleeps 6 to 8. An excellent buy. $8500.

56' ALDEN YAWL. Built to unusually high specifications. Sleeps 6 plus crew. A smart sailer. Ask. $27,500.

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18' Lyman Islander 1954
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21' Owens Express 1955
21' Morgan Skiff 1954
23' Chris-Craft Express 1955
24' Chris-Craft Express 1954
24' Chris-Craft Sedan FB 1955
24' Ulrichsen Skiff 1954
26' Owens Sedan FB T/S 1955
26' Chris-Craft Sea Skiff 1955
26' Chris-Craft Express 1954
26' Chris-Craft Sedan FB 1954
27' Chris-Craft Sedan FB 1955
33' Chris-Craft Sea Skiff T/S 1955
30' Richardson Express 1955
30' Chris-Craft Sedan 1949
33' Richardson Sedan T/S 1941
33' Chris-Craft Futura 1955
34' Richardson Sedan T/S 1955
35' Chris-Craft Capitan 1955
36' Chris-Craft Comm. 1954
38' Chris-Craft Constellation 1955
42' Chris-Craft Sun Deck 1953
45' Chris-Craft Corsair 1955
46' Chris-Craft DCFB 1948

1955 CHRIS-CRAFT, RICHARDSON, & OWENS IN STOCK

We have many listings in other localities. Inquiries and listings solicited.

72' TWIN DIESEL GREBE CRUISER

This cruiser was designed and built by Henry C Grebe in 1932. Planking is double Honduras mahogany, bronze fastened. Engines are GM 6-71 Diesels new 1946, overhauled 1952. Cruising speed is 12 knots. Fuel capacity is 400 gallons and water capacity 400 gallons. Auxiliary generator is also Diesel. Equipment includes electric windlass, Lux system, hot water heater, and ship to shore phone, TV, and other extras for cruising and living comfort. Completely furnished except for linens and china.

Layout is conventional with two berths for crew, toilet and shower forward, next aft galley with gas range and electric refrigeration, followed by dining saloon. Enclosed pilot house is amidships followed by lounge deck and sun deck. Below deck aft are three double staterooms, two toilets and large separate shower.

This beautifully built cruiser has been maintained in yacht condition by an excellent professional crew. She is well suited for use as a family boat, for company entertainment, or for charter use. She has always been known as a good sea boat. She is now offered at a reasonable price for quick sale because her owner is taking delivery of a new Trumpy.

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35 KNOT CRUISER

This is one of the famous 85' Crash Boats designed for the Army by Dair H. Long. Beam is 20' and draft 4' 8". She was built in Manitowoc, Wisconsin by Burger in 1944. Planking is double mahogany on oak frames, bronze fastened. Her present owner converted her in 1947, retaining the basic design on deck but dressing her up, giving her the appearance of an unusually handsome military craft. Accommodations are for 12 in the owner's party with 4 heads and 4 showers and 4 in crew with additional head and shower. Galley amidships has electric stove and refrigerator.

Power plant consists of two 1350 hp Packard 12 cylinder gasoline engines. Included in the sale will be 4 more of these engines, two new ones and two others which are used for spare parts. Generator is a 5 KW Kohler. Fuel capacity is 2880 gallons and water capacity is 500 gallons. Equipment includes ship to shore phone, RDF, and depth indicator.

These hulls are generally considered to be unsurpassed for rough water performance at high speeds, and this yacht has proven to be outstandingly successful for her owner during the past eight years. He has given her the best of care and both hull and engine room are in superb condition. She is one of the few left with the high speed gasoline engines. We recommend her to some one who wants one of the fastest boats of this size afloat anywhere.

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50' Ketch rigged motor sailer, 2 Lathrop motors, teakwood trim, hollow spars, stainless steel rigging, phone set. An ocean going vessel, has watertight bulkheads.

36' Sport Fishing Boat, accommodates 4, deckhouse with inside and topside controls on flying bridge, boat redesigned and rebuilt with new Chrysler Crown motor 1954, good equipment, price is reasonable.

19' Higgins Runabout, twin carburetors, Gray Fireball motor. Appraised value of boat $2500. Will sell for $1850.

34' Raised deck cruiser, sleeps 4, 6 cyl. Lathrop motor, boat recently painted and the following new or slightly used equipment installed, mast and yard, binnacle and compass, alcohol stove, galley equipment, plastic covered bunks, toilet, flag poles, all for $2850.

39' Post designed and built motor sailer, sloop rigged, full deckhouse, two practically new Chrysler Ace motors, about 23 hours running time on them, will easily sleep 7 or 8.

33' Twin Screw Owens Sedan recently painted and put in commission, many extras, RCA phone set, electric toilet, electric bilge pump, cabin controlled seat light, new electric horn, spherical type compass, very little running time on motors, a good buy at $7500.

25½' Double End Fishing Boat (converted life boat), Ford motor, a bargain at $850.

25' Post Seagoin Sport Cruiser, Block Island Fishing Boat type hull, 4 cyl. Lathrop motor, watertight cockpit open, no permanent top—$2500.

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40' FEADSHIP 1955 SHOW BOAT—Owner says SELL	$18,800
42' CHRIS-CRAFT COMMODORE—1955 model—160's	27,000
45' CUSTOM CABIN CRUISER—14' beam—Twin Diesels	14,500
50' GIELOW-JACOB D.C. CRUISER—Finest equipment	21,500
53' ELCO F.B. YACHT—GM 6-71's—Excellent boat	38,000
56' HOUSEBOAT—Sleeps 8—Move right aboard	24,000
57' ELCO F.B. YACHT—GM 6-71's—Bargain at	48,000
60' LUDERS OFFSHORE CRUISER—All diesel—Special	35,000
65' HOUSEBOAT—N.Y.Y.L.E.—Absolutely beautiful	45,000
74' GREBE DIESEL CRUISER—Beautifully built	BARGAIN
78' HOUSEBOAT—Twin Diesels—Priced to sell NOW	BARGAIN
85' LURSSEN ALL TEAK DIESEL CRUISER—hull is copper sheathed —A sturdy little ship	REASONABLE
87' GIELOW-DEFOE DIESEL YACHT—teak decks, teak houses—A really fine sea boat	BARGAIN

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70 ft Schooner.
63 ft Schooner.
54 ft Schooner.

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SAIL:

59' Aux. Racing-Cruising Yawl. 59'x40'x14'4"x8'. Designed & bt. Herreshoff, 1926, on lines of NYYC 40, mahog. bx. lead. Chrysler 92, reb't. Accom. 6, crew 2. Aux. gen., '54 bats., new wiring, charger, heating system. fireplace, stainless galley w gas range, foam berths, phone, RDF, dinghy, winches, stainless lifelines rig & ext. sail inventory. New deck 1949 & continuous high-grade maintenance. One of the finest of her type available.

56' Aux. Racing-Cruising Yawl. 56'2"x40'x13'x7'10". Designed Sparkman & Stevens, bt. Nevins, 1934, to top standards, mahog./bz./lead teak. Gray 73, new this Fall. Accom. 6, crew 2. Stainless galley/icebox, gas range, fireplace, CO2, RDF phone, Penn Yan, lifelines, winches, stainless rig & large sail inventory, incl. new Nylon & Dacron. Fall refinishing. Exc. condition & well found. Well-known in ocean-racing events.

52' Hand T.S. Motorsailer, 51'10"x49'x14'6"x4'10". Bt. M.M. Davis, 1938, mahog./bz./lead/teak. Flagship 100s, 1954 overhaul. Accom. 6, crew 2, CO2, aux. gen., 110, charger, new Monel tks., pressure H&C 2 shwrs, el. w.c., gas range, el. refrig., foam berths, phone, autopilot, depth indicator 2 boats outboard/davits, lifelines, 1949 spars & rig & 1931 sails. Ext. improvement replacement program 1950-5. A comfortable & dependable yacht for the W. Indies.

42' Alden "Off Soundings" Aux. Yawl. 42'2"x29'3"x10'6"x5'10". Bt. Casey, 1939. Gray 42, 1953. Accom. 4, crew 1. 1954-5 sails, well found & top-grade maintenance.

34' Alden Barnacle Claw Aux. Sloop. 34'x23'4"x8'8"x5'4". Bt. Adams & Hayden, 1947. Universal 25, reb't. Sleeps 4. Pram, winches & Nylon sails, incl. '54 Genoa & '55 main.

31' Carey Aux. Marconi Cutter. 31'x27'x10'6"x3'6". Bt. 1938. Gray 42, 1948/reb't, 1954. Sleeps 5. Radio, dink, stainless lifelines/rigging & 5 sails (2—1954). A popular shoal-draft model, in above-average condition.

POWER:

53' Burger Steel Twin Diesel Yacht. 53'x50'x14'6"x4'. Bt. 1952. GM 200s. Accom. 6, crew 2. Lux. 5 kw gen., heat, pressure H&C/shwr, gas range & el. refrig. in stainless galley, dp. freeze, phone, depth indicator, dink hoist & well found. This model has 3 dbl. staterooms.

46' Huckins T.S. Sedan. 45'10"x15'8"x2'6". Bt. 1949. Chrysler 141s. Accom. 6-7. Aux. gen., charger/inverter/110, gas range in Monel galley, phone, auto-pilot, Penn Yan outboard. Interior refinished 1954.

41' Chris-Craft T.S. DCFB. 41'x11'11"x2'6". Bt. 1950. Chris-Craft 145. Accom. 8. Aux. gen., new bats., pressure H&C Shwr, new foam berths, RDF, phone, depth indicator, dink/davits & dual controls. Engine reb't '55 & yacht reconditioned.

40' Wheeler T.S. Dual Control Sportfisherman. 40'x12'x3'6". Bt. 1950. New Chrysler 200s, 1954. Speed 27. Sleeps 6. CO2, Monel tks., Morse controls, aux. gen., charger, Monel galley, gas range, RDF, autopilot, 85 w. phone, dink, outriggers, 2 chairs, fishbox, stainless pulpit & tuna-tar lookout. Very successful in big game work. '53 teak deck. Immaculate.

40' Richardson T.S. DCFB. 40'x12'2"x3'. Del. Oct. 1954. Gray 150s. Sleeps 6. Monel tks., pressure H&C/shwr, 110 wiring Constavolt, Penn Yan davits & well found. In new-boat condition & available at considerable savings.

37' Hubert Johnson T.S. Express. 36'6"x10'7"x2'6". Bt. 1951. Packard 130s. Adel hydraulic. Sleeps 3-4. Monel tks., CO2, aux. gen., converter, stainless galley, el. refrig. freeze & foam berths. This handsome high-performance model has teak cockpit, standing top, sliding top hatches & canvas enclosures.

33' T.S. Sport Skiff. 33'9"x31'2"x10'3"x2'6". Bt. Hubert Johnson, 1937. Teak cockpit. Chrysler 115s. Bendix hydraulic. Sink & wc., CO2, phone, depth indicator, 2 sailfish chairs & A-frame mast. In exc. repair. '55 total refinishing & one engine new '54.

ROGER M. ROWE
Yacht Broker

SAIL

109'x23'x16' 3 **Mast M V**, 156 hp Diesel, D W Cargo 260 tons, single hold.
95' to 70' diesel powered KETCHES & SCHOONER.
86' KETCH Steel Hull Holland Blt, Diesel, able, comfortable.
77'x55'x19'x6'6" KETCH C.B., steel Rhodes designed '47 deckh. 165 GM.
65' MOTORSAILER KETCH—Hand 1933, 165 GM Diesel, rebit '53 Shower.
56'x41'x13'x7' YAWL Alden-Dauntless '31, 62 Gray, 1948; sleeps 8.
56'x40'x13'x7'10 YAWL, Sparkman Stephens '34, 74 Gray '55, Ready to race.
46'x41'x12'x6' KETCH Motorsailer Schooner hull, 82 GM Diesel '48.
46'x13'x5' KETCH MOTORSAILER 1929, 165 GM Diesel 1949, sleeps 7.
45'x38'x12'x6' KETCH '48 Diesel, sleeps 4, Cruised Pacific & Atlantic.
45'x35'x13'x6' SCHOONER, Hand '38, 45 Kermath Virgin Is.
45'x13'x7'6" FRIENDSHIP SLOOP Monel refastened '51. 65 Buda Diesel.
43'x38'x12'x5' KETCH Double End Atkin '40 52 Gray. Sleep 6. Able.
43' FISHER'S IS. SLOOP, Herreshoff 1930, 25 Gray '53, racing trim
42'x35'x11'x5'5" MOTORSAILER KETCH 88 '38, 35 HP Diesel '55 sleeps 5.
42x33x13x4'3" KETCH Marconi '41, 60 HP Chris-Craft '53. New sails.
40x11x4'6" KETCH Marconi '47 RD 50 HP Universal 55. Sleep 6.
39'x32'x11'x6' SCHOONER, '37, Gaff, 45 Red Wing, 1946.
38' LUDERS 24, SLOOP '47 18 Brennan '51, head, sleeps 2.
37' STONINGTON AUX. '54, 85 Scripps Diesel Double Cabin.
35'x32'x11'3"x5' KETCH Double Ended Alden '35 30 HP Diesel '54.
31'x24'x9'3"x5' YAWL Marconi Seven Seas Class '31, 22 Gray '51 Nylon Sails.
31' MALABAR JR. '46, 25 Gray '50. Many extras. **31' ISLANDER.**
28'x25'x8'4'x3'8" SCHOONER, Marconi 1949 Clipper bow, 25 Gray '52, sleeps 3.
27' STOUT FELLA SR. '46, 20 H P. Arnolt. Well maintained.
8 METER—6 METER—LUDER 16—STARS—Highlander—Thistle—Yankee.

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10,000 to 3,000 TON PASSENGER CARGO VESSELS.
170'x28'x14' STEEL M/Y blt Germany '26, Tw. 500 Diesels. 9 Staterooms.
104' AIR SEA RESCUE, twin diesel, licensed for passengers.
90'x16'x6' M Y DEFOE '37 Twin 6-71 Gray diesel '48. Remodeled '55.
83'x16'x5'6" HOSPITAL BT blt '43, USArmy; tw. 200 GM Diesels, convert to Yacht or Party Boat.
64'x16'x4'6" STEEL M Y Holland blt. '53, twin 6-71 GM Diesels, 4 st'rms.
63' AIR SEA RESCUE PARTY FISHING, Three GM Diesels.
57' ELCO '41 tw. 200 GM 6-71 Diesels, FLA.
53' ELCO 1940 Twin 6-71 G.M. diesels '55. Shower.
53' CHRIS-CRAFT '54, Constellation, tw. 216 GM diesels.
53' CHRIS-CRAFT Conqueror Custom '54 3, 250 Cadillacs 31 MPH, immac.
52' HUCKINS, Linwood '54, tw. GM 6-71 GM Diesels.
51' FLY BR. ELD-McINNIS '35, Cummins Diesel, shower. Very livable.
50' LUDERS Fly Br. D.C. Tw. 200 GM Diesels '50 Shw'r.
48' CHRIS-CRAFT FBDC '50, twin 160 Chris-Crafts, Shower.
47' CHRIS-CRAFT Buccaneer '52, tw. 160's; shower.
47' ELCO Fly'g Br. Sport Fisherman, tw. 200 GM diesels, Show'r.
46' DAWN '41 Fly'g Br. Tw. Screw shower, well maintained.
45' CHRIS-CRAFT Corsair, tw. 160's, shower, well maintained. FLA.
45' HUCKINS '49 SEDAN, tw. 160 Chryslers. Shower.
44' ELCO FB RD 1940 Twin 141 Chrysler, shower, sleeps 7.
41' CHRIS-CRAFT '50 DC Dual Control, tw 145's, rebit '55.
40' RICHARDSON T.S.F.B. '52 Tw. 145's Nordberg, well found.
40' CHRIS-CRAFT EXP. '41, tw. 160 CC's '55 equipped for fishing.
40' WHEELER Fly Bridge Show Boat '47, tw. 15 Nordbergs '55. Well found.
36' CHRIS-CRAFT CORVETTE '54, Twin 145 cc.
36' RICHARDSON SEDAN '52 tw. 115 Chryslers; Radiophone
35' HUBERT JOHNSON Tw. Screw Exp. Fisherman Show Boat '50.
35' ELCO '48, Fly Bridge Sedan; tw. 115 Chryslers '51.
34' HUCKINS SPORT FISHERMAN SEDAN Twin 145 cc 1952.
34' CHRIS-CRAFT COMMANDER '50 Tw. 145's, GEORGIA.
34' HUCKINS '40, Doghouse tw. 115 Chryslers '47; sleeps 2 & 2. $6500.
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Special 1954 Wheeler Express & Sportfisherman. 42' x 12'6" x 3'6". 2 Chrysler V8—200 hp each. Sleeps 5 comfortably. Monel shafts and tanks. Extra propellers. Electric bilge and pressure pumps. 3000 watt Onan for 110 volts. Electric toilet and shower. Gas Stove. Large Monel electric refrigerator. 3 electric heaters. Speedometer. Auto-pilot. R. D. Finder. Depthometer. Constavolt. Ship to Shore with remote control. Hot water. 2 Grand Central and 1 Rockaway chairs. This handsome and sturdy boat is in better than new condition. Will consider taking small skiff type boat in trade. Near New York City.

W. C. DITTMAN, Wernersville, Pa.

SAMPLER

42' WHEELER 1952 Flybridge Sedan, twin Chrysler Majesties, dual controls & instruments, double planked, teak decks, flybridge windshield, auto. CO2 system, sniffer, depth recorder, elec. refrigerator, Constavolt, Galley Maid hot water system, shower- app. $20,000 below replacement cost.

45' CHRIS-CRAFT late 1953 Double-Cabin Flybridge Cruiser, twin 160 hp engines, elec. refrig., shower, pres. hot water, Onan generator, Kidde system, S/S, sniffer, etc.—$31,000.

35½' HUBERT JOHNSON 1955 Express Cruiser, twin 200 hp Chrysler V-8's, teak cockpit & walkways, Monel tanks & shafts, sleeps 5, stainless galley, folding top—$27,500.

40' RICHARDSON 1952 Double-Cabin Flybridge Cruiser, twin 165 hp Chrysler Royal Specials, hydr. controls, shower, elec. refrig., pres. hot water, aux. generator, S/S, new nylon carpets, dink & davits, etc—$21,500.

44' LOCKWOOD HAGGAS 1950 Flybridge Sedan Cruiser, twin 225 hp Scripps, teak decks & deckhouse, 32 v. lighting & generator, Kidde system, S/S, outriggers, etc.—Try $17,500.

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35' COLONIAL 1954 Flybridge Cruiser, twin Chrysler Crowns, dual controls & instruments, 65w. S/S, searchlight, sniffer, fish box, outriggers, pres. water, foam cushions, spare propellers, etc.—$14,500.

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Dealer for WHEELER Yachts, COAST Skiffs
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Sparkman & Stephens designed, tank tested Nevins built auxiliary yawl 56'-2" x 13' x 8'. 4 berths in main cabin, double stateroom aft, teak decks, stainless rigging, large inventory of Ratsey sails. Winner of many races, including Bermuda.

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Here is a 1953 50' Chris-Craft Catalina for $28,000. Extras include super sun deck, teak decks, three Chris-Craft 145s for power, 32 volt system with independent generator, constavolt, and 110 volt converter, electric refrigeration, Pearce Simpson ship to shore phone, Lux system, fume indicator, bilge blowers, pressure water system, hot water heater, windshield wipers and squirters, air and electric horns, electric toilets, 3 spare propellers, 2 spare shafts.

She delivers as equipped for close to $60,000 and is a real buy at the price asked. Write, wire, or phone. (G-50-C-3220)

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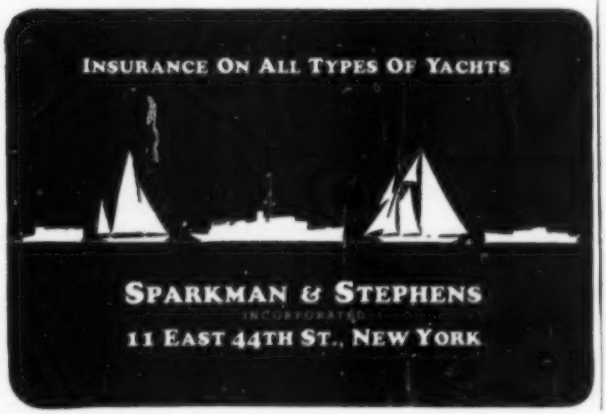

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ALL CASH PURCHASE

I AM LOOKING FOR A CRUISER 1949 OR LATER T.S. MUST HAVE HOT WATER SHOWER, SLEEP SIX. SEND FULL DETAILS AND LOWEST PRICE. ARE YOU ORIGINAL OWNER? INSPECTION LOCATION. RECENT PHOTO. THIS IS A PRIVATE PURCHASE. NO BROKERS. PLEASE REPLY TO

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VENTNOR 23 ft. twin screw runabout. Last word in design, finish and performance. Two 160 H.P. Gray Fireballs. Boat and motors in A-1 condition, almost new in appearance. To build new, cost would be in excess of $10,000.00. Owner will sacrifice for $4500.00. A real buy if you are interested in a luxurious seaworthy 50 M.P.H. runabout. ARNO A. APEL ASSOCIATES, Box 2007, Ventnor, Atlantic City, N. J.

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At Oak Harbor we offer a perfect yachting vacation to those who have neither a fortune nor a yacht. A sailboat with each cottage. Cruising on the Alden yawl Fair Wind. **Write Lt. Col. J. L. Hitchings, USA, Ret. Oak Harbor, Southport, Florida.**

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Nevins Yawl, Keel & C. B.

Bahamas & Florida

50' x 34' x 12½' x 4½'

INDIAN RIVER MARINE BASIN

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Sail aboard your own chartered yacht among tropical "out islands". Beachcombing, spearfishing and picturesque villages.

ALPHA 80' Ketch, Lou Kenedy

MALABAR X 53' Sch., Bob Chamberlain

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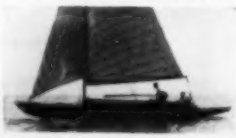
These are the only American sailing vessels accepted as members of the Nassau Charter Boat Assn. For brochures, write individual yachts c/o Nassau Yacht Haven, Nassau, Bahamas. Tenth season.

FOR SALE OR CHARTER



In Long Island Sound. June, July & August 1956. 33' x 25' x 8' x 5'10" Auxiliary Sloop. Sleeps 4. Head & Galley. Kermath Power. Ratsey sails. Stainless rigging. Lead keel. $6,000 or $750 for season. FELIX BERGWALL, Stratford, Conn.

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37' marconi ketch, designed and built by Casey. Sleeps 5 in two cabins. Airfoam bunks. Bendix Ship-to-shore. New galley with bottled gas stove and monel ice box. Full equipment including speedometer, compass, chargicator electric bilge pump, etc. All nylon running rigging. Excellent single hander when sailed under the three lowers. $7,400.00. Brokers protected. **Box 102, YACHTING, 205 East 42nd St., New York 17, New York.**

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Most successful racing, cruising, comfortable, modern, complete family boat. Tried and Proven. READY TO GO. Yawl or sloop rig. Illustrated circular price. Sail the HINCKLEY contact: **E. S. KELLEY, N.E. Representative, The Lighthouse Inc., 17 Court St., Plymouth 1070.**

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Closing date: Advertisements are not acknowledged. They are printed in the first issue to go to press after their receipt. However, if received after the first of any month they may be printed in the second following issue.

Rates and terms: "Swap Chest" advertisements are published at 30 cents per word including name and address with a minimum charge of $6.00. **Check and money order in correct amount must accompany the advertisement.**

Send your advertisements with your remittance to SWAP CHEST, care YACHTING, 205 East 42nd Street, New York 17, N. Y.

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$100 week per person all-expense for party of five. Sail, explore coral reefs with mask and snorkel, crystal-clear waters, unbelievable colors. Johnston, Ketch Langosta, Man-o-War Cay, Abaco, Bahamas.

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For Sale—42' Elco, 1930 model. Well preserved, excellent condition, finest appoints. See to appreciate. Sigsbee Marine, Port Washington, L. I., N. Y.

For Sale: "Bullseye" Mast St. S. rig., cradle, 1 suit sails, 3.6 Firestone (late). All excellent, reasonable. Edward Riaff, 18 Bakerhill Road, Great Neck, L. I., N. Y.

Moving—Shallow water area. Sell my rugged Alden type 49' deep keel auxiliary schooner or trade for cabin cruiser—Box 516, Lake Ronkonkoma, N. Y.

Bermuda Racers—Berth desired as Navigator for Coming race. David J. Morrison, Commander USNR, 200 American Building, Savannah, Georgia.

Looking for a sympathetic partner for a long round-the-world cruise on a modern sailboat. Depart from San Remo (Italy) March next. Write to Stalder, Max, Alstetterstr 117, Zurich 9, Switzerland.

For Sale, New Jersey boat owners house with dock on deep water channel to Barnegat Bay at Normandy, three miles south of Bayhead. Owner transferred. FitzGerald, care Bunnell Realty, Normandy, N. J.

Lathrop Mystic 125 model marine engine, 6 cylinders, 130 H.P. at 1800 R.P.M. Used very little. May be seen at Stonington Boat Works, Stonington, Conn. George D. Pratt Jr., Bridgewater, Conn.

Captain of Yachts wants berth. Prior yacht six years. Best references, non drinker. Gross, 8500 Biscayne Blvd., Miami, Fla.

Thistle #457: Beautifully maintained, new mast, many extras. Watt cottons, nylon spinnacker, $995. Optional trailer, Ratsey cottons. Norman Schaller, 207 Standish Dr., Forest Heights, Md.

Lightning Sails—Best Egyptian cotton. Fine condition. One suit, Ratsey, used 6 seasons, $60.00. One suit, Hathaway, used 4 seasons, $90.00. One suit, Ulmer, used 2 seasons, $125.00. Purcell O'German—495 Middlesex Road—Darien, Connecticut—Phone Oliver 3-0101.

Maine Peapod dory 15½ feet for sale. Built 1955. Cedar planked Fiberglas covered, 5 horsepower Kermath. Call Fairfield, Connecticut, CI 9-1262. Write Robert Richardson, Greens Farms, Connecticut.

Lightning Sails—1954 Ulmer cottons $80. Boston Dacron—used five times $185. George C. Flynn, 1421 Plumtree Rd., Springfield, Mass.

Merriman #2 Halyard reel, $40. #2 Winch, $25. Chromed. Handles included. Alger Doland, 2700 Que St., N. W. Washington, D. C.

Lightning Class Sailboat complete with main jib and spinnaker $700. Charles K. Doland, 828 Columbia Ave., Lancaster, Pa.

Florida Yacht Repair Yard can use retired office man who also knows boats and wants to continue moderate activity in pleasant location, unexcelled climate. Melbourne Harbor Boat Co., Front Street, Melbourne, Fla.

42' Owens DCEB cruiser, light plant, elec. refrigeration, water pressure system, many more extras. $8900.00. E. L. Bidwell, Box 3215 Bahia-Mar, Ft. Lauderdale, Fla.

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For Sale—Thistle 808. New last year, beautiful condition. Deluxe varnished hull treated against rot. Ulmer cottons, nylon spinnaker. Custom trailer and boat cover, many extras. $1500. George Romano, 1548 Waverly Way, Baltimore, Md.

Captain available, experienced in maintenance & operating repairs of Diesel & Gas on Cruisers & Houseboats. Retired Coast Guard, sober, reliable, single. Capt. John Wiechel, 1470 N. W. 29th Street, Miami 42, Fla.

Dartmouth Senior, 22, graduating February, 1956, desires position in the marine field; manufacturing, sales or service industry. For resume write to Robet Prull, c/o 260 Maple St., Englewood, N. J.

15' Cape Cod Mercury, molded fiberglas centerboard sloop. Top condition. Trailer and extra mast. $800. Pratt, Waranoke Rd., Manchester, Conn.

Wanted Captain's position in Fla. winter season, in exchange for small salary and house on estate for family. Experienced, references, licensed. Capt. E. Nuoffer, 41 Forest Ave., Massapequa, N. Y.

Wanted: One or two young, experienced Bermuda Race crew for first time attempt in new 40' yawl. Available to Boston for tune up April and May desirable. Reply Carl Koch, 55 Brattle Street, Cambridge, Mass.

5-0-5 International Class. Information on available boats and class organization. Walter B. Bowden, 638 E. Park Avenue, San Antonio 2, Texas.

36' auxiliary schooner. Full headroom, galley, sleeps 4. Some rigging and work needed. $1500. T. S. Wadlow, 231 State St., New London, Conn.

Zara, 53' Diesel Auxiliary Ketch available for chartering in Lesser Antilles, Virgin Islands. Six comfortably accommodated. S/S radio. Write airmail: Captain Lambert, Box 961, St. Thomas, V. I.

Wanted Marine Engine Fifty Horse Power. Must be in excellent condition. Walter A. Stansbury, P. O. Box 566, Goldsboro, N. C.

Lightning sails — one suit medium Dacrons $130 — one suit full cottons $100 — sails like new. T. V. De Stasio, 21 Cedar Lane, Ossining, N. Y. Call Plaza 9-3880.

Dinghy, built by Dyer, lapstrake, varnished, 7 feet, excellent condition, for sale — $250.00. Also, Kenyon, Davis type, brand new, $50.00. Dr. Wharton, 73 New Street, Huntington, N. Y. Hamilton 1-0500.

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Under the Lee of the Longboat

By SPUN YARN

THIS SEEMS LIKE a Happy New Year, with President Eisenhower back on the job and no doubt thinking about putting his yacht in commission as soon as the weather favors. It isn't much of a yacht, being actually a 15-foot plywood rowboat which the denizens of Denison, his Texas birthplace, gave him last fall; but if he puts a mast in her I don't doubt an international race could be arranged with the Duke of Edinburgh's *Blue Bottle*. What makes me think of that is the name of the Eisenhower yacht—*Blue Bonnet*. But if the President, after a few practice runs on the Potomac, finds he doesn't like sailing he could unstep the mast, borrow a jet engine from the Air Force and engage in competition with Donald Campbell's *Bluebird*, the English boat which recently broke the world record with a speed of 216.2 m.p.h. Whatever Mr. Eisenhower does with his new acquisition the mere fact of ownership is a step in the right direction, and millions of Americans will be happy that the most sports loving country in the world is no longer without a Presidental yacht.

It isn't too early in the year to give publicity to a thought expressed by a carpenter when he was working on my boat last spring and on, on and on into the summer. Said he to young Larry Huntington, who was helping in the commissioning of *Hotspur*, "It doesn't matter matter how long you keep an owner waiting for his boat, because when he finally gets her he is so happy he forgets all about how annoyed he was."

I see the Swedish yachting magazine "Till Rors" that John Illingworth is now confident of having a big entry list for his next summer's race for large yachts from Torbay, England, to Lisbon, Portugal. The Greek three-masted schooner *Creole* heads the list, in which are mentioned the Swedish training schooners, *Falken* and *Gladan*, as well as similar vessels of Norwegian, Italian, Finnish, Belgian, Spanish, Danish, German, Chilean, and Japanese registry. To make it an even dozen countries, it would be a wonderful idea if our Coast Guard entered its bark *Eagle*. Incidentally, there hasn't been a scheduled event for large yachts in the Atlantic since the race from New York to Spain in 1928. Perhaps not all of the representatives of the countries above named are training vessels, but it is a sign of the times that the *Creole* is almost the only private yacht.

I wouldn't want anybody to think from my off-hand reference to having read something in Swedish that I have become a linguistic expert. Last summer there was an article in a Stockholm paper about preparations for the long distance race from Visby in which my name was mentioned. I translated the reference to me as saying that I was modishly clad in yachting clothes and looked every inch a sailor. But when a Swedish lady heard my translation she looked at the paper and stopped laughing long enough to tell me that it said I was not in yachting costume and looked like a nervous clerk in a counting house. So maybe the paragraph in "Till Rors" says that the Norge, Italian, Tyskland, Belgien, Spanien and other yachts will *not* be in the race. Anyway, it's my own idea that *Eagle* ought to be entered, and it's a good one. And why not the U.S. Naval Academy's big schooner *Freedom*, too?

About the best ocean racing news of recent weeks is the announcement that the United States Naval Academy is entering its 71-foot o.a. yawl *Royono* in the Buenos Aires-Rio de Janeiro Race scheduled for January 22. Unless I am greatly mistaken this will be the first time that a United States service yacht has ever participated in a race commencing in foreign waters, and a better place than Argentina for establishing the precedent could hardly be found. When we were there three years ago American magazines spoke of an undercurrent of bitterness against us among the Argentines. In speech, clothing, spectacles and every other particular, nobody in a foreign country reveals his nationality as obviously as an American does, and if the man in the street had felt bitter about us he had plenty of opportunity to make his feeling known. I experienced nothing of the kind, and as for the yachtsmen with whom we were thrown in contact they were hospitable and cordial from first to last. It will be a great boost for hemispheric solidarity to have an Academy entry race against the Argentine Naval Academy's *Fortuna* in the latter's waters.

Not such good news from the American point of view is the reported sale of John Nicholas Brown's *Bolero* and her anticipated removal from these shores. But the big gold-plater will be in the excellent hands of Sven Salen, one of Sweden's foremost yachtsmen, and he plans to race her to Bermuda before taking her home to Stockholm. Salem is the man who in 1927 invented the genoa jib and first put it to devastating use in Genoa. If it hadn't been for that circumstance it could have been named, more properly, the

(*Continued on page* 258)

"PORTOROSE"

WINNERS the World Over!

Watts dacron sails are setting impressive records in races throughout the world.

YLLIAM IX, Six Meter owned by Andre Firmenich of Geneva, Switzerland, sailed by Louis Noverraz, won the One Ton Cup and the coveted Jubilee Cup at the Royal Swedish Yacht Club's 125th Anniversary Regatta at Sandhamn, Sweden, sailing against the world's outstanding Six Meters. In the Six Meter British-American Cup Series, every boat in the victorious American team used Watts dacron sails.

Mario Capio won the World's Snipe Championship at Santander, Spain, sailing Dr. Luciano Brambilla's "PORTOROSE," #9701, from Milan, Italy. George Mantilla, of Havana, Cuba, placed second in the series, also used Watts dacron sails.

MORNING STAR, 98' ketch owned by Richard S. Rheem, set a new elapsed time record in the 1955 Transpacific Race, cutting nineteen hours off the previous record.

"YLLIAM IX"

"MORNING STAR"

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Let's Use What We Have!

By KENNETH B. CHAMP, *JN*

Chief Commander, U.S.P.S.

I AM HERE expressing only a few personal opinions and observations which are not intended to represent the ideas of any group, for no polls have been taken, and there has been no voting.

It hardly seems necessary to dwell upon the mounting growth of the sport of yachting and the ever-growing ownership of various types of craft; figures and statistics have been compiled to prove this. Yet during the boating season the news continually reminds us of the growing number of incidents wherein loss of life and property, accidents and near accidents occur on our waterways. As a theoretical remedy for this situation, legislative bodies throughout the nation are currently considering various types of legislation designed to prevent useless waste of life and property. Some laws have a sound basis of fact, and some legislative bodies schedule hearings to examine proposed legislation, but far too many new regulations are enacted without regard for sensible enforcement and/or knowledge that there are existing laws and practices which cover safe and sane pleasure boat operation.

It is a safe guess that only a few legislators or legislative bodies know that there is a Motor Boat Act, or have any knowledge of what is contained therein or what its provisions include. Why not use to better advantage what we already have? A multiplicity of laws and acts will only further confuse the situation; new laws will not enforce the old ones; more legislation will not stop the speed maniac, the "give the wake" artist or the habitually careless operator. Much blame is placed on the tyro, and especially the new outboard owner. Bearing in mind that there are currently more outboards than any other type of pleasure craft, it is natural that there are more of them to cause accidents.

It must be remembered that there is no body or group that is charged with the assembly of statistics to show which is the greatest group of boat operators involved in accidents, or to balance those accidents against the number of boats of any particular type or class. The Coast Guard assembles statistics on only a certain grouping of accidents and the insurance companies have access to only a limited number of casualties and losses, as too many boatowners do not carry insurance.

Experienced yachtsmen have lost their boats and sometimes their lives through careless operation or lack of judgment. How then can these things be stopped? Additional legislation or new laws will never bring an end to them; we already have laws which are not enforced, and in many instances are completely ignored.

The small craft is not easy to identify in case of an accident. Often it is a rented boat which carried no numbers and, unless someone knows the operator, there is no way to file a complaint or certify to an affidavit. To prosecute, exact evidence must be available. If one is below decks and is rocked by a heavy wake, it is not always possible to dash topside to identify the offender. The livery renting boats cannot always control the actions of those to whom they rent but, generally speaking, they could do a better job of supervision. Some dealers sell without regard to the character of their merchandise; classing anything labeled a life preserver as such, whether or not it has the approval of the Coast Guard. On the other hand, most dealers are anxious to handle only safe equipment, and conscientiously advise their customers as to what and what not to buy. The sport, and the marine industry, needs many more such men.

Too many boat operators, and this includes "old timers" as well as novices, take too many things for granted. The old hand feels that he has "gotten away with it" for years; the novice simply does not know. I know of one yacht club which lost two commodores in less than a year through mishaps resulting from over-confidence, and the men were both excellent and experienced sailors. No new laws could ever be enacted that would have prevented their deaths; any number of hearings would not have cured their causes.

Consider the average yacht club or boat basin during the height of the season. Flag etiquette is well defined, but too often it is the exception rather than the rule to see colors struck at sundown, or hoisted at the proper time. The ignoring of simple but traditional etiquette leads to the possible avoidance of the more important practices which are a part of good seamanship.

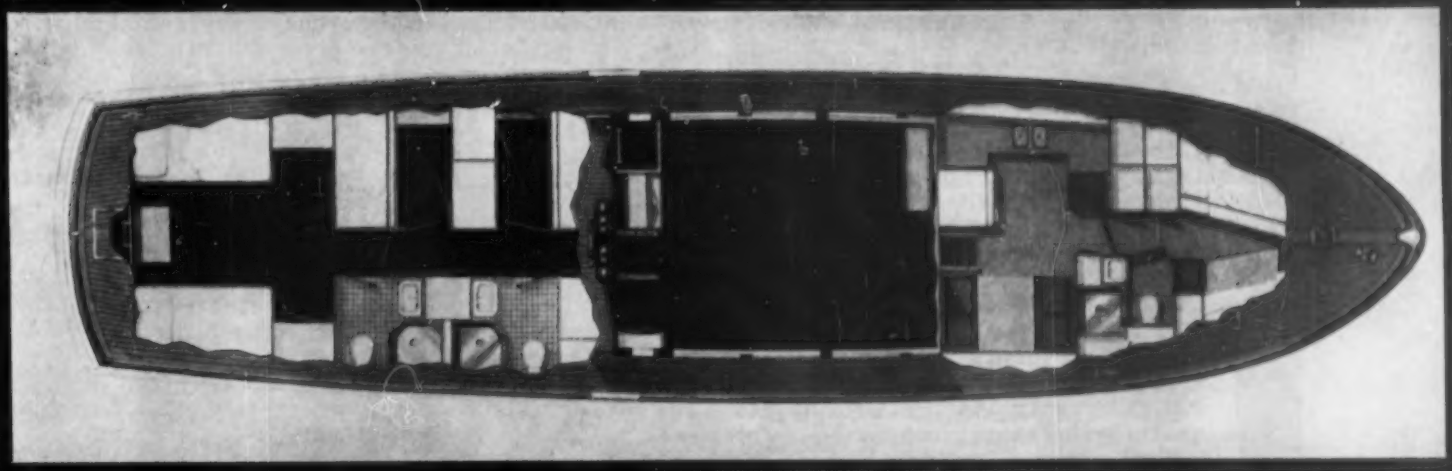
Licensing of automobile operators has not stopped highway accidents. License plates simply provide a ready means for identification, and a review of arrests for violation of highway regulations shows an alarming number of drivers operating without licenses, many having lost them due to previous offenses. Safety has not been legislated on the highways; how can it be done afloat? Where to start with operator licenses? At what age? Often times the youngster operating the outboard is a more careful skipper than the proud father who wants to show what he thinks he knows and brag about what he has accomplished or prove what his boat or engine will do.

One of our U.S.P.S. Piloting Class students offered an observation upon completing the course that I often remember. The owner of a large outboard boat, he had always been under the impression that the smart thing to do was to see how fast he could go and how much wake he could throw. He is a good skipper today because he wanted to learn and was earnestly desirous of doing the right thing at the right time. Another report was that of a student who had been boating several years in the same area with a moderate size inboard cruiser, yet was completely ignorant of the basic elements of simple piloting. Unbelievable as it seems, it was a revelation to him to learn that the different types of navigational aids had particular significance, that the numbering of buoys had a practical application, that the flashing lights were characteristic and signified a definite buoy or lighthouse. What a hazard he had been until he studied piloting and put his homework into practice!

Safe boating will come as the result of sensible and considerate operation, and of rigid enforcement of the regulations already in force. More laws will never be the cure. Above all, the boat operator must be aware that he is responsible for the lives of his crew and the safety of his own boat and of adjacent craft as well.

Experienced yachtsmen can make no greater contribution to the sport than by using every opportunity to assist and encourage the newcomer in becoming a considerate and competent seaman.

"The objects of the United States Power Squadrons shall be to establish a high standard of skill in the handling and navigation of yachts, to encourage the study of the science of navigation, to cooperate with the agencies of the United States Government charged with the enforcement of the laws and regulations relating to navigation and to stimulate interest in activities which will tend to the upbuilding of our Navy, Coast Guard and Merchant Marine."



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FIRST IN STEEL YACHTS

Yachting's Washington Report

FEDERAL LICENSING of pleasure boat operators keeps cropping up whenever boating safety is discussed here. With the second session of the 84th Congress underway this month, more is likely to be heard on the issue. But whether words will be translated into action is another matter. Bills introduced on the subject? Almost certain. Passage by Congress this year of control legislation? Rather doubtful.

IMPORTANT thing to keep in mind, however, is that the U.S. Coast Guard, with jurisdiction over all navigable waters in the country, is just about convinced that some form of licensing of all boat operators is essential. If not this year, maybe next. Or the year after.

This is the way one COAST GUARD official recently expressed it: "Voluntary educational efforts to stimulate safety consciousness have evidently proved inadequate. The stimulation of responsibility and safety consciousness appears to be achievable only by some form of compulsory licensing of pleasure craft operators." This came just two months after Vice Admiral Alfred C. Richmond, Coast Guard Commandant, had described the recreational boat population as "now the largest unregulated traffic group in this country."

In the COMMANDANT'S opinion, present casualty statistics definitely indicate the need for appropriate legislation. Just what form it will take is not decided at this point. But further evidence that the service means business is the questionnaire distributed last fall to a large segment of the boating industry. Sample questions: Assuming licensing, should licenses be issued by the federal or state government, or by joint arrangement? What should requirements be on age, vision, experience, written or oral exams practical demonstration, fees to be charged?

The COAST GUARD cites the following figures on boating accidents reported to and investigated by the service: fiscal year 1954, 112 accidents and 191 deaths; fiscal 1955, 155 accidents and 228 deaths. These totals, says the Coast Guard, represent only a portion of accidents because they do not include non-navigable waters such as lakes and impoundments or areas remote from Coast Guard facilities.

CONGRESS, with its healthy interest in facts and figures, is certain to insist on some additional figures before legislating. And to raise such questions as (1) why set up a federal program for yacht owners and operators when you don't need a federal license to drive an automobile; (2) assuming a program is feasible, what is it going to cost the U.S. Treasury, i.e., the taxpayer?

The new national director of the Coast Guard AUXILIARY, Capt. Harold B. Roberts, comes up with this suggestion: a National Safe Boating Week to alert the Nation's boat owners of the need for observing safety rules. In cooperation with local units of the Auxiliary, such weeks were observed in Massachusetts, Maine, New Hampshire and Rhode Island last season and stimulated a high degree of public interest.

Changes in carrying of RUNNING LIGHTS for some auxiliaries and power yachts are due to come up in the House this session. An Administration-sponsored bill that passed the Senate last session is pending before the House Merchant Marine and Fisheries Committee, along with an identical bill introduced last year by Rep. Herbert Bonner, House committee chairman.

As finally passed in the SENATE, the measure would require auxiliaries of under 26 feet length, when under sail, to carry a combination red and green running light forward, but no white all-around light aft (as now required). The bill also would require auxiliary sailboats when under both sail and power to carry the lights of a powerboat instead of the present rule that they carry the lights of a sailboat. Finally the bill permits yachts when offshore and carrying the lights required by the International Rules to continue to use these lights when moving into coastal and inland waters.

If and when HEARINGS are held by the House Committee, boating groups and individual yachtsmen will have a chance to make known their views. The bill passed the Senate without any hearings or floor debate. First non-government group to favor the bill is the American Boat and Yacht Council. Note: the measure also has the indorsement of the Coast Guard.

(Continued on page 212)

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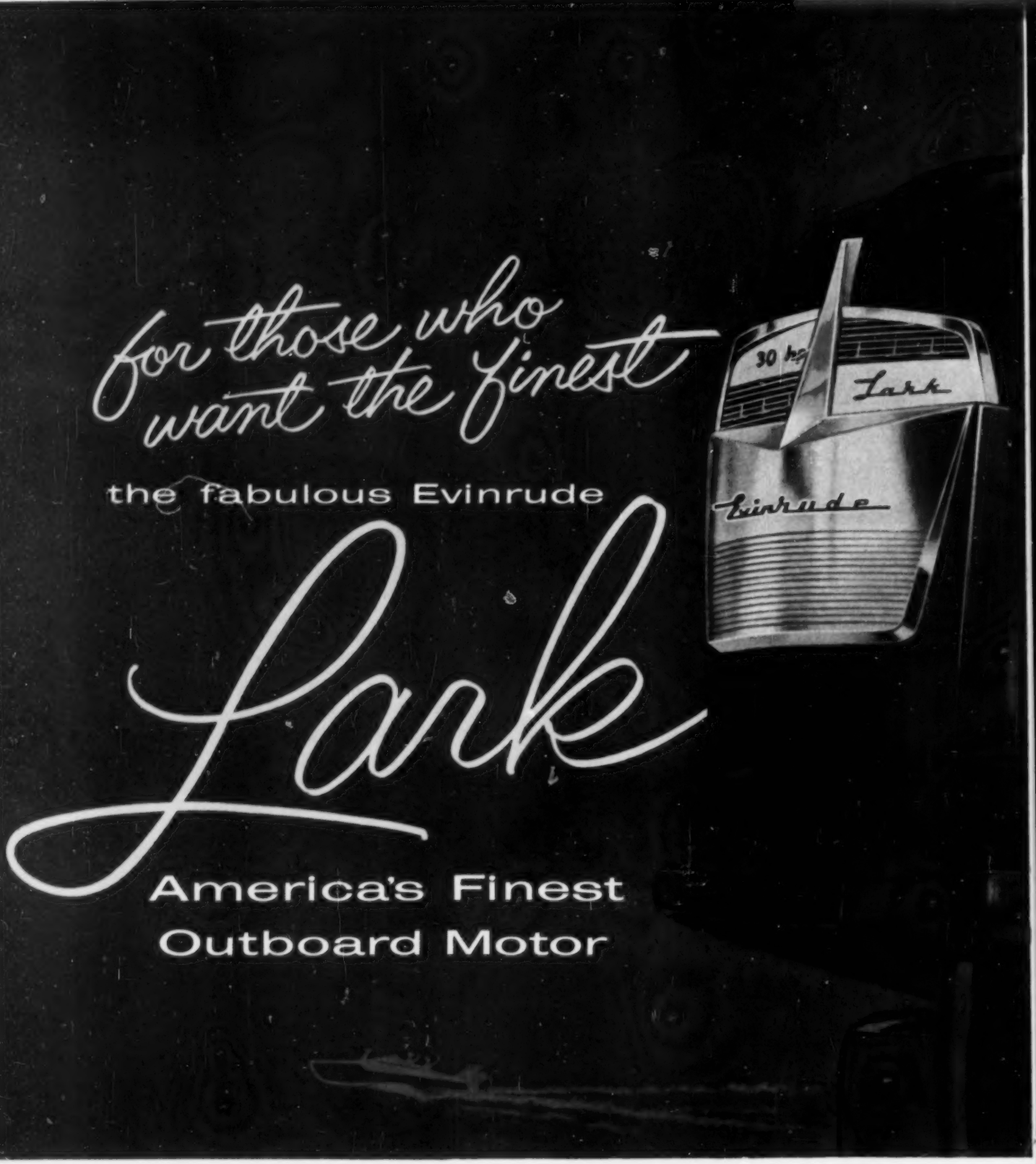

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"TOMAHAWK," A 42-FOOT MATTHEWS SPORT FISHERMAN

Photograph by Hugh G. Poisson

Mitchell

VOLUME 99 Yachting NUMBER 1

JANUARY : 1956

"RIDING A MOLOTOV COCKTAIL TO BERMUDA"

By ROY TAYLOR

AS FREEPORT, Long Island, dropped astern, I glanced down at the cockpit of the *Wally III* where nearly 100 five-gallon cans of gasoline glistened in the early light of morning. They were stacked so close together that walking among them was impossible. In the forepeak rope locker, padded with rope and canvas to prevent chafing, were 16 more cans, while in the passageway, between the forward bunks, were another 20. Two hundred and fifty gallons brimmed in our tanks.

I shook my head. Maybe that Long Island newspaper reporter had been right. He had written a story beginning: "Captain Roy Taylor will set out tomorrow riding a Molotov Cocktail to Bermuda."

Nine hundred and fifty gallons is a lot of gas—particularly when it is stored on board a 42-foot power boat. Its explosive potential represented nearly enough energy to blow us the 680 miles to Bermuda—but not in one piece. Still, it was a risk we had to take.

In estimating the fuel requirements for our twin Chrysler 145-hp. Royals, we had decided on roughly 500 gallons. That was with the hope of moderate weather. Considering it was the middle of May, and with favorable weather reports, we might well anticipate nothing worse than fresh winds. But so many things can happen to a small boat in the open sea that we decided to push our reserve to its physical maximum.

A cruise in a power boat from New York to the Onion Patch doesn't fall in the category of a normal weekend's relaxation. In fact, so far as I know I've been the only man to attempt it in the past 25 years. My first trip was back in '37 when I brought down the 38-foot *Wally II*. That had been a rough passage. Gales had forced us to heave to on one occasion for 12 hours. Still, I had made it in 64 hours,

"The wind had . . . increased . . . I was beginning to suspect the combination of wind and current had pushed us off our rhumb line"

Bermuda News Bureau

Newsday

Nearly 100 five-gallon cans of fuel were stowed in the cockpit

little the worse for wear and tear. Why not again?

Seventeen years later I had felt the need for another boat. Although Bermuda waters present some of the finest game fishing in the world (wahoo, blackfin tuna, Allison tuna, blue and white marlin, etc.) there are few really modern fishing boats to be found there and, until the arrival of *Wally III*, none with a flying bridge. As one of the colony's leading fishing guides, I was getting clients who had been accustomed to the advantages offered by more modern equipment.

So I went shopping. My search carried me to practically every yard from Montauk Point to Bay Head, New Jersey, ending at last in Freeport, Long Island. The *Orzel*, as she was then called, was Wheeler built. She had the flying bridge that would give me my game lookout, and she was equipped with dual controls. Her speed was in excess of 18 knots, and she would cruise on one engine at half throttle at seven and a half. In addition to her trim lines, the interior was everything that a man could want. Sleeping six, she had all the desired efficient qualities.

Although I made the purchase in November, 1954, I decided not to attempt the passage until the following May. I went up three weeks ahead of my scheduled departure to prepare her for the voyage. It was none too early. In fact, had it not been for the truly marvelous assistance given freely by members of the Freeport Boatmen's Assn., I would have been delayed at least another week. They not only provided dock space and a bunk ashore, but were always on hand to supply a lacking wrench, a free ride to New York, or help in clearing customs.

Another man who helped a lot was J. Clarke McGuire, of the New York Port Authority. I'd had Mr. McGuire out fishing in Bermuda and knew him for an affable man, but I had no knowledge then of the way he would go all-out in helping with anything asked of him. When we wanted to arrange for last-minute weather reports, he even put a helicopter at the disposal of one of my crew for trips to the Met office!

As *Wally III* had been laid up for several months, I had her slipped and painted. Both engines were thoroughly overhauled, with a minute examination of the iginition system, transmission, controls, fuel lines and gas tanks. Although a two-way radio had come with *Wally*, I rented an RDF set and tested it exhaustively before leaving. Since our navigation was to be by dead reckoning, it would be an important instrument during the final hundred miles. The crew arrived a week before our departure. My brother, Leslie, was to serve as mate, while for engineer I had a fellow Bermudian, George Dowling. Another Bermudian, Jack Lightbourne, served as second mate, with Walter Booth and Nyal "Sonny" Clinton completing the crew.

Our last few days were spent in performing operational checks and laying in galley stores and emergency equipment. We decided not to try any fancy cooking during the passage; partly because of the relatively few days we were to be at sea, but mostly out of sheer laziness. So we laid in canned goods: soups, stews, spaghetti, and fruit juices, with a large supply of bacon and eggs. In addition to regular emergency equipment, such as flares, fire extinguishers, life rings and a sea anchor, we tried to include spare parts that would cover just about every minor mechanical emergency.

A large number of friends and members of the Freeport Boatmen's Assn. were on hand to give us an embarrassingly hearty sendoff—embarrassing, in that we returned shortly over an hour after we set out. Our initial departure had been scheduled for 1830 hours Monday, May 16. We left on time amid cheers and shouted good wishes. But once

Refueling at sea. Note the cardboard carton used as a windscreen

outside, we found the water so increasingly choppy that we decided to go along with the Bard's opinion that discretion was the better part of valor, and returned—somewhat sheepishly—to our berth. We turned in and slept like logs until shortly before our second departure at 0630 the next morning.

Actually, it was a good thing that we had turned back, as we spent the entire day dodging off-shore flotsam, including small logs, planks, and hatch covers. None large enough to do any real hull damage, but plenty large enough to warp a prop.

We passed through Jones Inlet and set a course of 153° true for our destination, a 20-square-mile dot lying nearly 600 miles east of Cape Hatteras. The wind was from the northeast at around 15 knots, the sea choppy, and the sky overcast. We all longed for a hot cup of coffee, but the cans of gas stored adjacent to the galley rendered this out of the question. We smoked on the bridge only. With every step we took, except on the bridge, we were reminded of what a moment of carelessness could result in.

A watch was set, four on and four off, with Leslie and Nyal taking the first. This watch and the next were kept pretty busy spotting driftwood, but after that things went routinely. By 1800, the weather had moderated considerably. We had been running on the port engine all this time, so we switched to the starboard. Also, we topped the tanks with 40 gallons of gas, using the cans stored in the passageway below. Due to *Wally's* load, we logged only 140 miles during the first 24 hours. By 0800 Wednesday, the wind had increased to 18 knots on our starboard quarter. We

switched engines again and refueled. There was plenty of gas in our tanks, but we wanted to keep them as full as possible in the event of really dirty weather.

We had been trolling all this time (I guess I'm too much of a fisherman to stop even on a "business" trip) and around noon received a strike that parted the heavy nylon shroud, losing the lure. He must have been a big one.

The wind had steadily increased until it was blowing some 22 knots from the northwest. By 1500 I was beginning to suspect that the combination of wind and current had pushed us off our rhumb line, so when a freighter was sighted coming up from the south, we pulled over to intercept her. She was the *Liverpool Rover*, bound for Nova Scotia. I spoke her on the megaphone and was given a fix—32°22′ N, 70°37′ W—confirming my suspicion. We were roughly 20 miles northeast of our DR position, so we altered course to 160°.

Shortly after we parted company with the obliging freighter, a large school of porpoise—at least 200—began playing around the *Wally*. They entertained us for a full half hour, taking turn about at diving directly for our bow, then slicing off with inches to spare. But they finally grew tired, or else disgusted at our relatively slow speed, and went their own carefree way.

As we drew near the point where we thought the Gulf Stream would probably be encountered, we dipped a bucket over the side every few minutes and tested the water's temperature with our hands. At 1730 we entered it. There was no doubt about that, as the contrast in temperature was as marked as that between a cold bath and a warm one, and we began to see Sargasso weed and flying fish.

Early Thursday morning, we raised the Bermuda Harbor Service on ship-to-shore. Athol Moulder and James Smith, who guard that frequency, were giving us an area weather report, as I had briefed them on our departure. Due to our limited sending range, however, they failed to raise us in return. That same morning we passed a freighter on a southwest course but could not find them on our radio. Several other vessels were passed at varying distances during the voyage, but we were unable to contact any of them to check our position. Since we were in no difficulty, I didn't want to use a distress frequency.

The wind that morning backed to the southwest, right on our beam, so we altered course again to 165° to allow for drift. The flying bridge and large cabin area presented considerable vertical surface for any strong wind to catch hold of.

By noon the seas were running around 15 feet, and we were getting quite a bit of spray over the starboard quarter. For the first time during the voyage we were presented with a problem that we had been dreading; refuelling in rough weather. We finally solved it by letting one man hold a shield to windward, while two others steadied each other while they poured gas. The shield proved effective in keeping out salt spray, but we were as wetted down with fuel as cigarette lighter wicks.

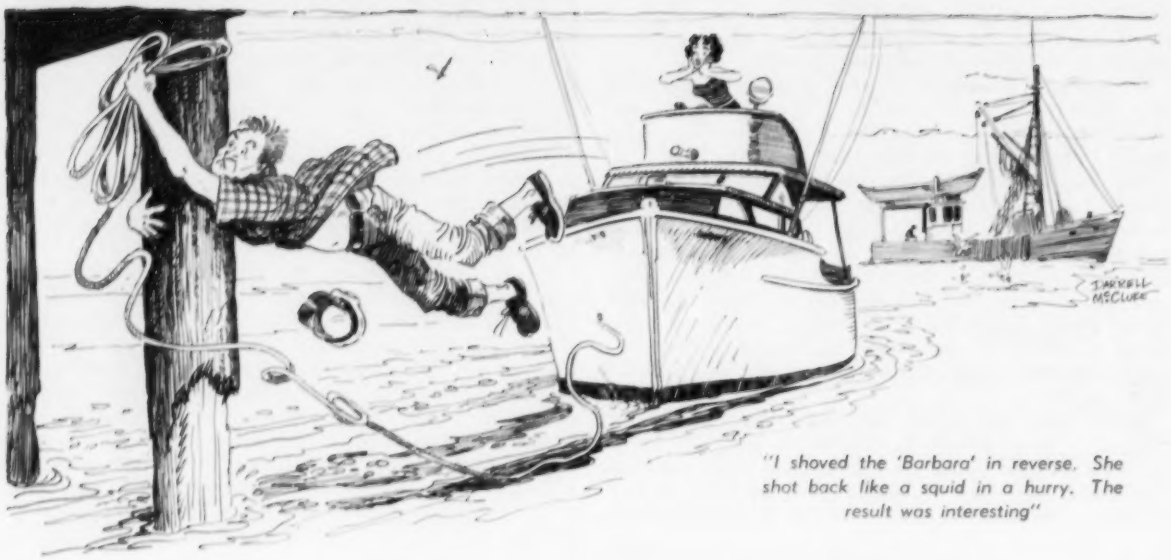
Which brings up the subject of the recently discussed power boat race to Bermuda. To my way of thinking, refuelling presents the greatest single hazard. In really heavy weather it would be next to impossible, unless fuel lines were redesigned so that the process could be carried out below. And, frankly, I want no part in pouring gas from a five-gallon can in the vicinity of a hot powerplant, particularly when the boat is rolling enough to make footing unsure. One little slip and the entire craft might make like a firecracker. While I'm on the subject, and in the event

(*Continued on page* 246)

Bermuda News Bureau photos

The end of a 679-mile passage. "Wally III" is a 42-foot Wheeler powered with a pair of 145 hp. Chrysler Royals

Captain Taylor and his crew received a royal welcome at St. Georges, "Wally's" new hailing port



"I shoved the 'Barbara' in reverse. She shot back like a squid in a hurry. The result was interesting"

WATER ON THE BRAIN

By BARBARA MALLEY

IT'S A GOOD THING my husband is fond of the sea because ever since we became boat owners he has swallowed quite a bit of it. Ed has taken more unexpected dives under more unusual circumstances than a trained porpoise.

Our first boat was a 32-foot cabin cruiser built in my husband's manufacturing plant by several of his men in their spare time and a half. In order to preserve my happy home I hasten to proclaim there was nothing wrong with her structurally—except for one teensy flaw which eventually caused her to sink—but no one can deny that from the day she took her maiden voyage down Commercial Street in Boston to the day she sank, life aboard the *Barbara* was full of surprises.

On the afternoon she was due to arrive in Cohasset my husband paced the beach in front of our home at Sandy Cove, binoculars in one hand, movie camera in the other. As for me, I was prone in the sand brooding over "House Beautiful" because in my opinion we needed a terrace, a driveway, wall-to-wall carpeting, new shoes, and psychiatric treatment for my husband far more than we needed a boat.

When the *Barbara* cruised into the Cove, the neighbors wandered down to look her over and pull her apart. One of them didn't care for her color. (I had suggested light blue but obviously Ed thought I said *bright* blue.) Another thought she was poorly proportoined.

"Kind of top-heavy," agreed a third, and suddenly I found myself bristling with loyalty.

"So is Marilyn Monroe," I retorted, which gave him food for thought.

If the boat looked a bit top-heavy, it was because the roof of the cabin was seven feet high—another of my suggestions. This not only allowed headroom for our seven-foot friends but also made it possible to install big windows. None of these caves they call cabins for me!

Our stateroom was on the small side; to be frank, it was higher than it was long, but not at all uncomfortable if you slept standing up. By way of compensation her cockpit was big enough for four or five couples and several large tuna. From the cockpit a ladder led to the flying bridge. This was the take-off of my husband's first spectacular dive and to this day he wonders what made him so clumsy. It was spilled mayonnaise, but rather than upset him, I let him keep on wondering.

We have never caught a tuna (let's face it, we have never *seen* a tuna), but we have reduced the shark population considerably. Sharks can be caught on rod and reel or speared with a harpoon attached to plenty of line wrapped around a barrel. As a rule we prefer the thrill of harpooning them. That is, my husband prefers the thrill of harpooning them; I prefer taking pictures.

One day Ed had just connected with a whopper and I was dutifully recording the event with the camera when he got fouled up in the line and went flying. Unfortunately for posterity, the scene in my viewer so unnerved me that I dropped the camera, and there follows a memorable sequence of the side of the boat.

Now my husband is fond of stating, from his armchair in front of the TV set, that the sharks we harpoon are just big old harmless sand sharks, but I never saw a pair of arms and legs move as fast as Ed's did. All I could think of was one of those trick movies where a fellow dives into the water, the projector is put in reverse and *whoosh*—he's back on the diving-board! My husband scrambled over the side with the same incredible speed.

Then there was the time we were trying to tie up to a pier in Provincetown. I was at the topside controls and Ed was forward with a line which he intended to toss over one of the piles rising above our heads.

"You're going too fast," he called. "Put her in neutral."

Hastily I obeyed, but our momentum was carrying us past the piling as Ed wrapped his line around it.

"Reverse, reverse!" he shouted.

I shoved the *Barbara* in reverse, and as the throttle was still pushed up, she shot back like a squid in a hurry. The result was interesting. Ed had neglected to secure the other end of his line to a cleat. As the boat leaped from under him, he made a wild grab for the line and before you could say "What on earth are you doing, dear?" he was hanging from the Provincetown pier.

I finally retrieved him, getting paid for my trouble with the dour remark: "What's so funny?"

One of the interested bystanders suggested we anchor among the local fishing boats and row in.

"Row, nothing," Ed muttered, digging out our new outboard motor. It worked beautifully and we putted merrily ashore to have dinner. We visited all the bars and explored all the shops, and I only regretted we couldn't eat in all the restaurants. As the hours slipped by we failed to notice a brisk wind developing. Toward midnight we made our way back to the beach where the dinghy was pulled up. The sand bit my legs and the waves slapped angrily at the shore.

Removing our shoes, Ed and I dragged the dinghy into the water, hopped in and started the outboard. We had gone a few feet when a huge wave cascaded over the dinghy, thoroughly drenching us and—worse—the outboard motor. Wading back to shore, we tipped the water out of the dinghy and set out again, this time with a pair of old-fashioned oars. As we lurched through the black night I could think of a number of places I'd rather be. One of them was represented by a tiny white light way off in the distance. There lay safety and dry clothes and a warming drink and a good laugh over our adventure. The tiny white light didn't seem to be getting any closer and Ed was swearing under his breath as he labored with the oars.

"Now don't you wish we'd built that terrace instead?" I said, congratulating myself that at least I hadn't lost my sense of humor. Ed had lost his; I could tell by the way he looked at me.

At last we were able to see the shadowy outline of the *Barbara* pitching and tossing in the stormy sea. Ed brought us close enough to the stern for me to grab the ladder. Then the dinghy heaved and I lost my grip. At the same moment Ed lost one of the oars. Half-swamped, we were rapidly being swept from the *Barbara* when Ed grabbed the painter and plunged overboard. As he fought through the waves and over to the ladder, towing me in the dinghy, I decided with awe this was no mouse I was married to.

"The line whipped across the skiff like a knife. To avoid being decapitated, my husband grabbed it with both hands and BOING!"

"Go below and change into some dry clothes," Ed ordered and I meekly went below. "Come up here and hold the flashlight while I bail out the dinghy," he shouted a minute later.

I started to say, "Wait till I get something on," then thought better of it. This was no time for niceties. Ed bailed out the dinghy while I stood by obediently with the flashlight, wearing a look of admiration and not much else.

Provincetown proved to be our Waterloo. The next day we were almost back to Cohasset when our motor conked out off Scituate. Ed worked over the engine until the sun went down and it grew dark and cold. Reluctantly he sent up flares. He always considers it a personal affront when anything goes wrong with his boat, and as for being rescued by the Coast Guard, that's a fate worse than drowning.

While we were being towed into Scituate, Ed told me he was not looking forward to answering a lot of nosey questions. "The minute we get to the dock," he said, "you run into town and see if you can find us a taxi. I'll try to brush these fellows off as quickly as possible. They'll want to make a big thing of it and have a bunch of pictures in the paper like a bunch of lousy heroes—"

"Oh boy," I said, whipping out my compact.

"—but there won't be any publicity if I can help it," Ed concluded firmly.

When we reached the dock I scrambled up the ladder, bundled to the ears in Ed's big windbreaker, and went in search of a taxi. The Coast Guard authorities, noting my husband's evasiveness and embarrassment when they tried to question him, put two and two together and came up with—The Other Woman.

"Oh, we understand perfectly, sir," they said with a leer. "Yes, sir, we'll see that there's no publicity." They clapped him on the back, winked at him, and did everything but pin a medal on him. For the next two weeks he swaggered so, I could hardly stand him.

One breezy Saturday I went for a sail with our friends the Remicks on their sloop, the *Marionette*. Ed was at the office all morning, but early that afternoon he followed us out in *Barbara* and decided to join the Remick party. The trouble with sailboats is, you can't just turn off the motor and hold everything, so this was not a simple maneuver. Ed made several vain attempts to throw Ray a line.

The fellows got stubborn; this was a challenge and they were going to get my husband aboard, by golly, if it took all night. A new strategy was devised. Ed cut the motor and climbed into his skiff, holding the line which was still attached to the *Barbara*. The idea was, Ray would keep making passes at the skiff until Ed succeeded in throwing him the line.

The first few tries failed, and Ed and Ray began to think they were licked. "We'll try once more, Ed!" Ray shouted.

This time Ray caught the line and we all cheered as it curved out in a great arc between the *Barbara* and the *Marionette*. Ray quickly secured his end of the line and as it grew taut, guess who was caught in the middle?

Four or five feet above the water, the line whipped across the skiff like a knife. To avoid being decapitated, my husband grabbed it with both hands and BOING!—he flipped through the air like a stone from a slingshot.

We had the *Barbara* in tow, as planned, but her skipper was rapidly becoming a small spot in the distance. Always cool in a crisis, I was wringing my hands and babbling that I wanted my husband.

"Calm down!" snapped Ray, one of those guys who thinks he's Captain Bligh just because he owns a boat.

We came about and ploughed back toward my husband who was now sitting soddenly in the skiff, looking as if this

"I stood there dripping on the Welcome mat"

wasn't one of his days. Ray released the *Barbara*, and Ed climbed aboard, shouting he had had it and he was going ashore.

"Don't let him go without me, Ray!" I wailed. "He needs me. Can't you get me on the *Barbara* somehow?"

"Oh my Lord!" groaned Captain Bligh.

It was decided to bring the *Barbara* alongside the *Marionette*. If Ed could get near enough without damaging the boats, I was to transfer from one to the other—about as easy as transferring from one galloping horse to another, but the only one worried about possible damage to me was I.

Ed eased the *Barbara* toward the *Marionette* until the two boats were plunging along neck and neck. Ray was standing by me at the rail to help me across and I was saying uneasily, "Hey, can't you slow this thing down?"

Busy concentrating on the necessary split-second leap, Ray ignored my question. Suddenly he yelled "Okay, *now!*" and gave me a push.

I lost my footing; I grabbed for the *Barbara* with one hand and Ray with the other, with the result that Ray and I both wound up on the *Barbara*. This failed to improve his disposition.

Luckily his wife knew a little about handling the *Marionette* and when the two boats were again ploughing along side by side, Ray transferred once more. He didn't wave.

There was one occasion when Ed took an unpremeditated dive that wasn't accidental.

We had cruised down to Osterville with our neighbors, the Thaxters, to visit a bachelor friend in a cottage on the harbor. There had been a gay party ashore Saturday night and as the scene opens, Jayne and I are sitting on the *Barbara*, waiting for our husbands to show up. Keith, the bachelor friend, had brought us out in his launch a half hour earlier, and the boys had promised to follow in the dinghy. It was 2:00 a.m.

"What's keeping them, anyway?" Jayne complained, "I'll bet the party's still going strong and they're living it up without us!"

"Oh relax," I said. "Ed'll see that Blake doesn't get into trouble."

Jayne picked up a magazine and leafed through it. After awhile she said, "What did you think of that slinky number from New York? Ed seemed quite fascinated."

"*Stella?*" I laughed. "Why he was bored to death, poor dear, he can't stand talkative women!"

Jayne shrugged. "Well, he was certainly hanging on her every word while you were dancing with Keith. She kept telling him how attractive he was and how young he looked —much too young to be the father of four children."

"Oh?" I said coldly. "And what did she think *I* was—his mother?"

Jayne got up and peered out. "I think I hear them coming now."

We decided to be civilized and forgiving about the whole thing. The fellows probably had got to talking and didn't realize how long they'd kept us waiting. Our smiles of welcome faded when we saw it was Keith, all alone in the launch, towing our dinghy behind him. Without saying a word, he tied the dinghy to the boat and prepared to take off.

"Not so fast, young man!" Jayne said accusingly. "What have you done with our husbands?"

"Oh, they'll be along pretty soon," Keith said vaguely. "The wind's pretty high. I talked them out of trying to make it in this little dinghy—too dangerous."

"It wasn't too dangerous for us to go ashore in," I pointed out.

"You tell Blake it'll be a lot more dangerous if he doesn't get out here right away!" Jayne said flatly.

"Yes, Ma'am," said Keith.

Fifteen minutes later, I dug out the searchlight and beamed it at Keith's living-room window. In a moment, the porch light winked coyly back a few times, but there was no other sign of action.

Suddenly I had an inspiration. "Why don't we go in and get them? We don't need to sit here like dummies now that we've got the dinghy."

"Do you know how to run the outboard?" asked Jayne.

"Well, no—but I can row. Come on!"

"No thank you," Jayne said nervously. "I'll stand here and guide you in with the searchlight."

I cast off and after going around in circles a few times (guided by Jayne with the searchlight), I began to get the hang of it. It was really chunky out, and there was something the matter with one oarlock. The oar kept slipping out and by the time I'd get it righted, Jayne would holler that I was heading out to sea.

As I neared the dock, I was not cheered by the sound of raucous laughter—mostly my husband's—floating out over the water. I had visions of that Stella from New York sitting on his lap and running her fingers through his hair. She was kind of attractive; in fact, the more I brooded about it, the more she looked like Hedy LaMarr.

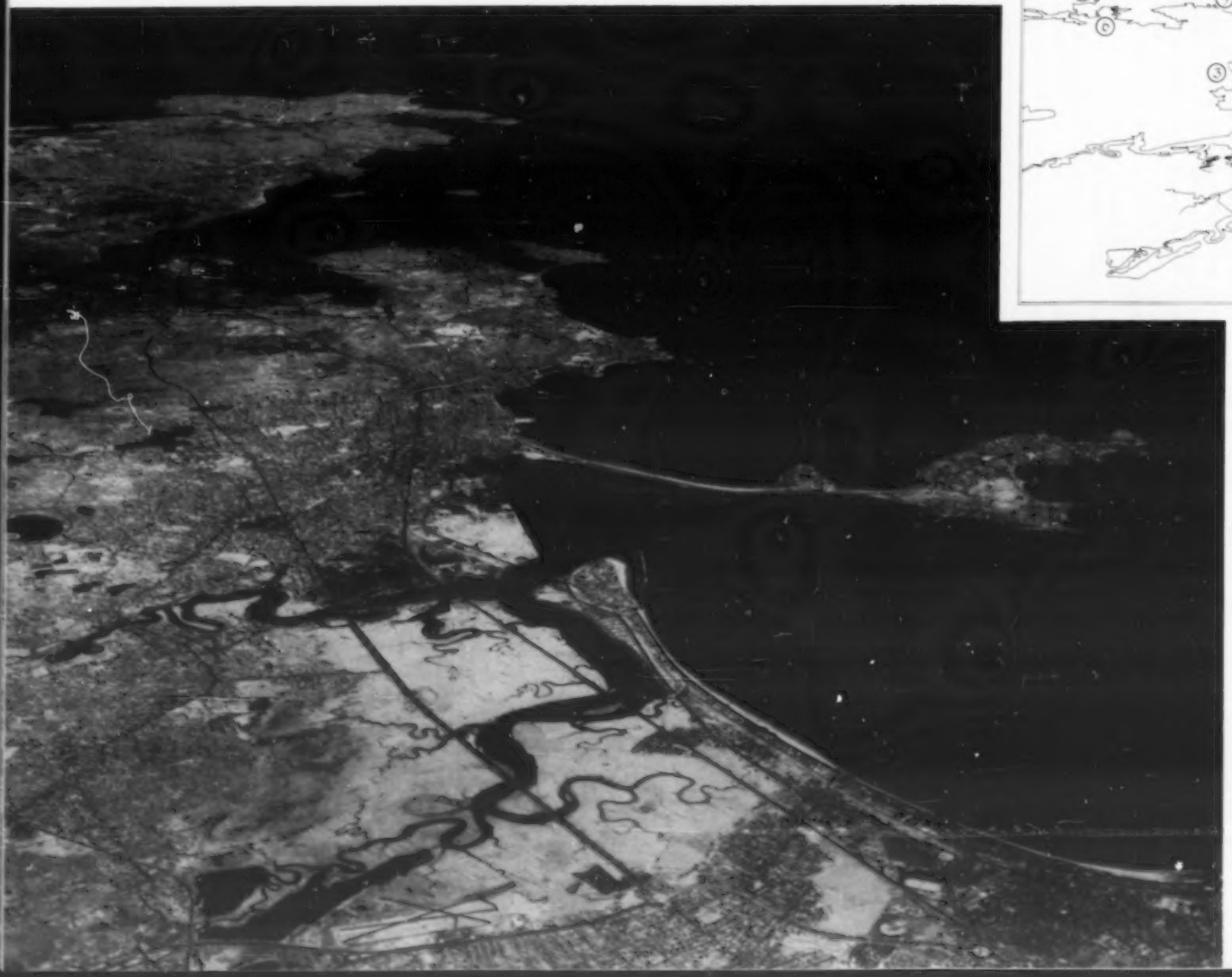
Pulling up to the dock, with one foot on the ladder and the other in the stern I stretched across the boat to grab the painter. The dinghy was slurring around so, I couldn't quite get my fingers on it. I reached a little further, and that's when the dinghy capsized. Vain to the end, I managed to keep my hair dry and sloshed up the ladder—wringing wet from the neck down. Someone must have tipped the boys off that the enemy was storming the castle.

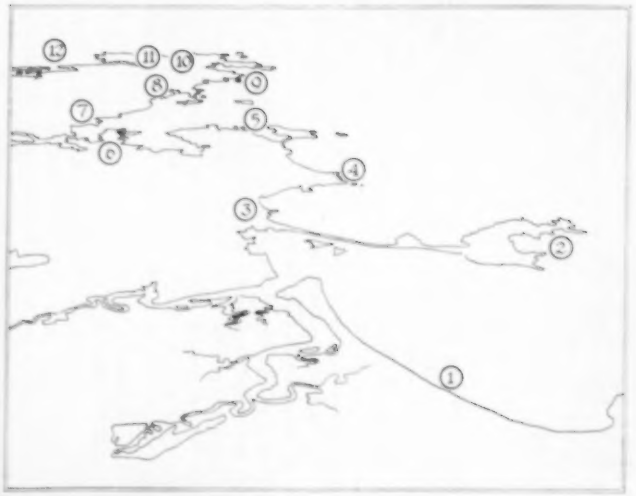
"Coming dear! We were just starting! We'll be right there," Ed sang out with false good cheer. This craven capitulation was a little too late. I stood there dripping on the Welcome mat.

"My, don't you look pretty!" Ed said, hanging on to Blake. "Doesn't she look pretty, Blake old boy?"

(*Continued on page* 210)

MASSACHUSETTS BAY'S NORTH SHORE





Area shown is approximately 450 square miles

LEGEND

1. *Revere Beach*
2. *Nahant*
3. *Lynn*
4. *Phillips Point*
5. *Marblehead*
6. *Salem*
7. *Beverly*
8. *Manchester*
9. *Gloucester*
10. *Cape Ann*
11. *Annisquam*
12. *Ipswich Bay*

Laurence Lowry photo

A BOAT TO LIVE ON

By TALBOT and JESSICA HAMLIN

OF COURSE, if you really want to, you can live on almost any kind of boat. We know a delightful couple with three young children who live on a 20-foot Bahama-built sloop! More and more people become boat dwellers each year, as the delights of living aboard and the freedom it brings are more widely known.

Naturally, since each family differs in make-up, temperament and ideals from every other family, there is no one perfect ship to suit everyone. We ourselves have lived afloat all summer during the last ten years, and permanently for the current year and a half; so that by experience we are aware of some of the requirements for boat living, as differentiated from mere cruising. Perhaps a few of our observations may help the prospective buyer in choosing a craft and the designer in planning one for year-round living.

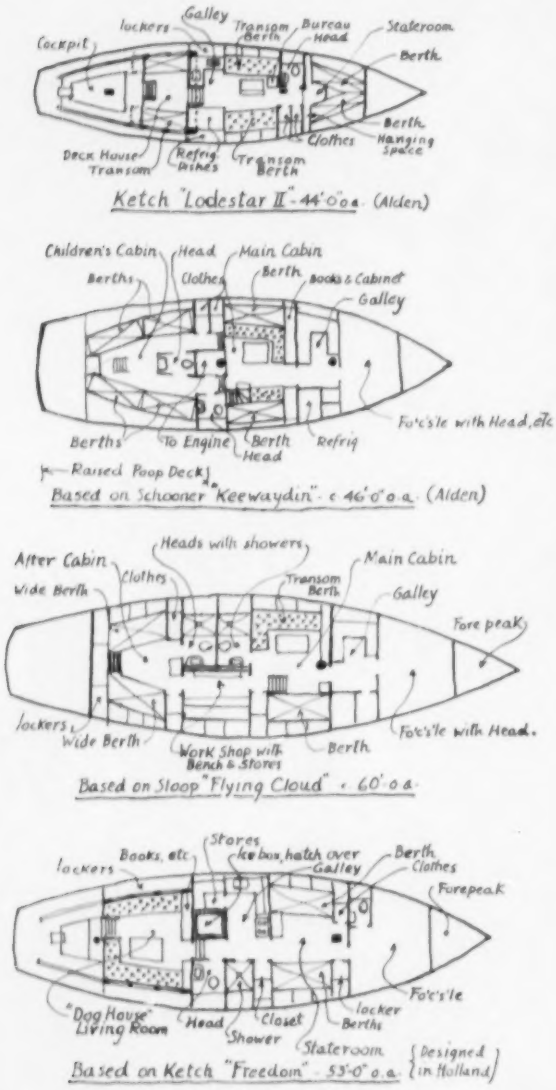


Fig. 1. Comparative sailboat plans (drawn from memory and only approximate). A comparison indicates the greater amount of livable space to be obtained in the shallower and broader hulls as opposed to the long-ended, deeper types

Of powered houseboats, like those built by Mathis and Trumpy, little need be said. The types are well established. Many can be readily altered for modern "crewless" living by moving the galley up into the deckhouse or adding a new galley abaft the present deckhouse. The old galley might then become a "hobby shop."

A different sort of houseboat deserves mention—the flat-bottomed scow, more or less refined in plan, profile, and sheer and powered either by outboard motors or by a small inboard motor. Generally these craft offer a maximum of usable space for a given length of hull. Some can be made into delightful small homes, almost ideal for a couple or a small family provided no long trips in open water are contemplated. Often the forward part is occupied by a "living room" (with a galley adjacent) so arranged that it can serve also for sleeping. There can be one or two small staterooms aft, and a head available from both the main cabin and the staterooms. In one that we know the engine is placed under a cabinet off the head, occupying almost no space that could otherwise be used.

Steering is done either from a raised "conning tower" aft, which is convenient for docking and leaves the main saloon unencumbered, or from the main cabin. But these small scow houseboats, with their tiny forward and after decks, seem to lack outdoor living space. They are actually floating cottages, with the balance between boat and house too far tipped toward the house to suit those of us who delight in having a boat-home shiplike and seaworthy.

Our interest is in the boat that is frankly a ship, able within reason to go anywhere safely and comfortably and yet so laid out that she contains all the necessities for pleasant social and family living. In contrast to vacationers who, for short periods, are willing to sacrifice accustomed conveniences to the need for compressing everything into the smallest possible space in a smart, fast motor cruiser or a beautiful racing sailboat, the family living aboard is not interested in speed or the rating of the boat under the racing rules.

On a boat for permanent living the family will need an "attic," a "basement," "closets," a "library," and a "porch" for essential possessions more numerous than the average boat will hold. The requirements include ample storage areas for summer and winter clothes (even Florida winters can be chilly); for food; for tools and utensils; for books, files, and records; and perhaps for toys and hobby materials. Since meals will have to be more varied than for a vacation, in which deprivation may be considered part of the fun, food storage and equipment must be planned on a home basis—a large refrigerator, adequate lockers for canned and fresh foods, more than ample watertank capacity, and so on. If a deep-freeze can be included, it will be a great convenience and will cut down treks to the markets.

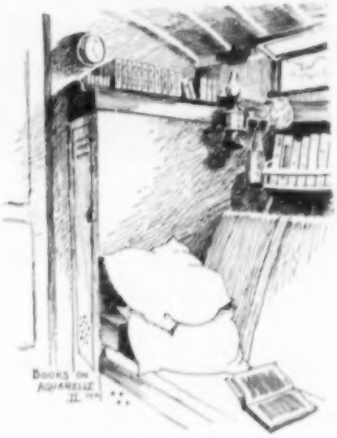
A family living aboard will normally devour books and magazines, and space will be needed for current and ephemeral fiction, a few general works, some standard literature and poetry, books on special interests, and the ever increasing little library dealing with ships and voyages and the fascination of things of the sea. For some, a lot of file and record storage will also be necessary, as well as a quiet spot in which business and personal correspondence can be carried on. TV equipment, either built in or safely lashed, will often be desired.

There are other desiderata. Many of the little inconveniences—noise, lack of privacy, overcrowding—cheerfully

accepted as part of cruising will be resented in constant living. Sleeping areas, besides being comfortable and adequate in size, should afford real privacy—protection from sound as well as sight—particularly where the family includes children. And, although a couple alone can easily spread their beds each night in the main cabin, it is helpful if berths can be made permanently each morning.

All this suggests a broken-up interior with several staterooms. But another demand runs counter to this: *Ample space for comfortable and relaxed sociability.* In smaller vessels this area is limited and must be carefully planned; as the size of the boat increases, however, freedom is possible. The usual dinette arrangement, though convenient at mealtime (particularly with children), seems awkward and stiff for the free exchange of ideas and hospitality. Light, movable, comfortable chairs in combination with fixed sofas or lounges, together with built-in cabinets and cellarette, are perhaps the best answer—but the movable furniture must be safely stowed or lashed when you go into wide waters. One of the charms of the old-fashioned vessels is that their wide, open cabins have an air of ease that knits together a large company or assists the quiet intimacy of smaller groups.

Often slighted in boats for permanent living is shaded and screened outdoor space. Part of the fun of living afloat lies in the great arch of the sky, with the pageantry of clouds slipping by in the daytime and the glitter of stars or the silvery glow of the moon at night. The freshness of breezes sweeping over water or woodland can never be thoroughly savored in a deckhouse; one needs the direct caress of the wind, the immediate vision of what goes on outside. Old houseboats usually have large afterdecks that further these delights, and some of the newer three-cabin ships have so-called sundecks over part or all of the after cabin; but many otherwise attractive vessels presuppose living one's entire boat life indoors, which seems a contradiction.



Books aboard the motor cruiser "Aquarelle II." Note the adjustable mirror which magnifies the light from the lamp and directs it down to the page

Besides these tangible requirements, pleasant living aboard calls for all sorts of intangibles. First of all, perhaps, comes a *sense* of space. This will mean the use of every possible means of enlarging the *feeling* of space, however small its actual dimensions. To accomplish this the bulkhead between galley and cabin can be kept low, the visual range extended by the use of partly open curtains in doorways, and the various elements simplified so that the eye is not tired by too many shapes and colors but is always invited *beyond*. Mirrors, too, can be used to assist this visual enlargement.

Another desirable intangible is a sense of *unity* within a boat, making a single harmonious impact on the visitor. This is a matter not only of order—which any family will soon discover is an absolute *must*—but of color and pattern. For, besides convenience, true interior boat design is concerned with purely aesthetic qualities which make all the difference between ease and continual frustration.

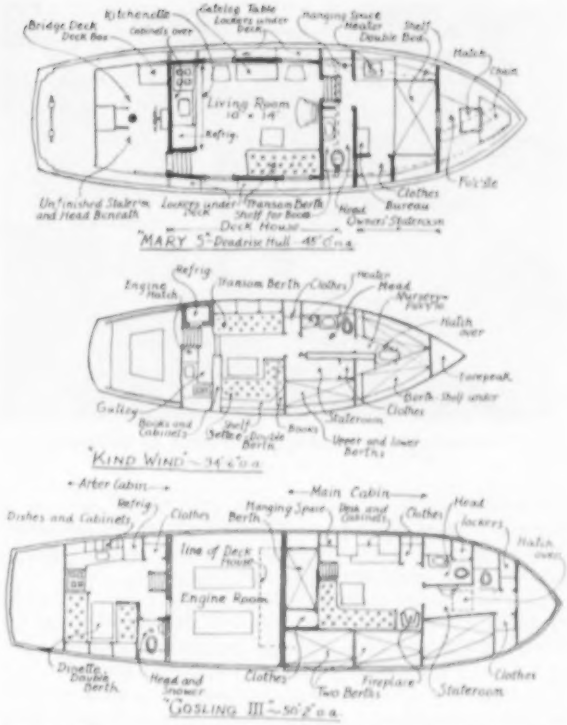


Fig. 2. Three unusual plans. In "Mary S" note the unusually ample and pleasant owner's stateroom and the large apartment-type living room. "Kind Wind" is remarkable because of the careful and imaginative planning which has made every cubic inch usable and because of the livable quality of the interiors. "Gosling III" is shown for its wonderful main cabin, its superb galley and its combination of comfort, attractiveness and real seagoing qualities

The intangibles of convenience will mean different things to different persons. Some prefer all storage areas concealed by doors; to others, open dish lockers and shelves are more frank and appealing and render their contents more readily accessible. Raised iceboxes (that ice from the cockpit), large, high drawers, and raised ovens and broilers will be as great a boon in the galley as they are in the modern kitchen. Large shelf lockers are more useful than a multitude of tiny drawers and miniature cabinets.

Since the boat will spend more time at piers where electric current is available than in transit, electric refrigeration should always be included, so arranged that the refrigerator can be an efficient icebox while cruising or at anchor. Many larger boats have 110-volt a.c. generators to permit all the conveniences of the modern electrified home, but for the smaller vessels electric equipment that can be used with shore current at docks should suffice. In laying out bottle-gas equipment for cooking, the most rigid care must be taken, because gas in the bilge can cause explosion. For cabin warmth, small electric circulating heaters will often serve, but on larger boats some thought should be given to oil-fired or even gas-fired miniature heating systems. Little coal or charcoal fireplaces mounted in soapstone are efficient sources of heat and provide a delightful homelike note.

Accommodations will vary with the size of the boat and the social propensities of the owner. The *basic needs* of a couple, who in the words of Daisy Ashford want only "peace and quiet and a little fun," with occasional overnight guests and small groups of visitors, can be reduced to fit the one-cabin boat. Here the snug cabin below will usually contain upper and lower berths, and one of the lowers may pull out to make a double bed. Bedding stretched on poles behind

"Kind Wind's" main cabin, with a place for everything

the berths will be constantly airing and easy to get at. A Pullman curtain (with pockets) may be hung by snaphooks from ceiling screw eyes around the bunks on one side to provide a stateroom for infrequent guests.

Clothes lockers should contain hanger poles 15 to 30 inches long for full-length dresses and the same amount for shorter garments, with separate provision somewhere for rain gear. The head might be the ideal place for a sailcloth shoe bag, in which even leather shoes, for months on end, will show no signs of mildew. If there is no built-in shower, one can be improvised by using a spray attached to the faucet and placing a plastic basin on the floor to stand in. A convenient galley and a long, covered cockpit for relaxation complete the requirements.

Types of boats to live on fall naturally into the two main categories:

Sail. For comfort, forget speed and look for *room.* For ease of handling—since most often the crew will consist chiefly of man and wife—get a vessel that is under- rather than over-rigged, preferably with a divided sail plan in which sail can be shortened easily. Ground tackle should be chosen and rigged for ease of handling, and plenty of long dock and spring lines should be instantly available.

For roominess it is hard to beat certain old-fashioned hulls. We have seen, for instance, a 32-foot Cape Cod Cat, old but sound, to which four feet had been added aft. Her centerboard had been replaced with a long, straight keel, and she had been rerigged as a ketch. Her cabin was enormous! With her plumb stem, her beam of over 14 feet, and her high, arched cabin carlins, she provided room below such as few boats of much greater length could offer. Forward was the head and a capacious forepeak for storage; with a minimum of change this could be made into a children's cabin or a work space.

The gailey was part of the main cabin, which also boasted a fireplace, two very wide berths, long transom seats, many cabinets and lockers, a central table, and two cushioned captain's chairs. What a sailing home for a couple or a small family! The cockpit was ample, too; with an over-the-boom awning and screens between that and the tall, old-fashioned coaming, there was plenty of space for outdoor living. She wasn't fast under either sail or power, but she moved and was safe and able. (Anyway, if you need speed why not buy an airplane?)

And there is an old Chesapeake Bay working schooner—the *Elsie M. Reichert.* Her wide decks, broken by the fo'c's'le and main cabin hatches, are a delight, but below she is a poem—an ode to rugged strength, to the dependable craftsmanship of folk boat builders. Her deck beams, the multitude of knees that brace them, the hanging knees that help her hold her shape and soften the lines below, give a marvelous sense of power.

Her chief glory is her main cabin. It is innocent of paint; the old timbers and the cabinets are waxed. A skylight and the ports give daylight; at night a big, old-fashioned kerosene lamp on the table sheds a warm glow and makes of the waxed woodwork a rich background for the faces around the table. The cabinets all have rope handles to doors and drawers, and four heavy, old captain's chairs add to the transom seating accommodations. Here indeed is a real ship home!

Another is the *Wogg Too,* a modern schooner that is fast as well as roomy. Her interior has been arranged to give the largest free space obtainable. Her galley, to starboard abaft the mainmast, extends aft under the bridge deck; beside the mainmast is the fireplace. The forward end of the cabin has a door on each side, one into a stateroom, the other to the head and forward cabin. Between these doors is a small folding table, with a kerosene lamp above it. The

Main cabin of "Wogg Too." Note fireplace at left of bunk

main cabin is large and welcoming, with its collection of half-models and old English prints of sailors, ships and shoreside scenes.

We have even seen a somewhat similar arrangement in a 34-foot sloop, *Kind Wind,* built of steel in Holland, with a raised deck and a tall Dutch rig with curved gaff and loose-footed mainsail. Her centerboard is fairly far forward, its welded trunk forming a partition between a stateroom to starboard and, to port, the head and passageway to the forecastle where the children reign supreme. This leaves, abaft the trunk, a space over 10 feet long the full width of the beamy hull. The companionway is to port, and to starboard aft the compactly convenient galley.

This cabin is unsymmetrical, which is one of its great charms. An L-shaped settee (convertible to a double berth) takes up the starboard side and part of the forward end. Shelf upon shelf of books occupy the forward bulkhead, the cabin side and the cabinet between galley and cabin. There is another settee along the port side and a disappearing table between the two. Storage is beneath the cockpit deck either side of the engine, in hanging lockers, and in the ample head forward. This cabin is "shippy," homelike, restful to the eyes, convenient for reading or entertainment, and looks as if it belonged to a 50-footer.

For the more typical ketch, sloop, or yawl of recent years, much greater lengths must be sought to achieve such a livable home; the ends are too sharp and the sections too fine to give comparable space-for-length. Yet, given lengths of 40 feet or more, wonderful arrangements are possible.

A great modern contribution is the large doghouse, treated not like an appendage to the cockpit but as the main cabin. This may lack some of the warm intimacy, the sense of enclosure, the "shippiness" of the below-decks cabin, but it makes up for that in its light airiness; it brings

one's view above the deck. If the galley is immediately forward and below, as it should be, the doghouse can serve for dining as well. But don't count on its settees as extra berths except in an emergency. To get the best out of this arrangement, as in the Alden *Lodestar II* or the Dutch-built *Freedom* (see *Fig. 1*), the doghouse should be reserved for eating, reading, and visiting; all sleeping should be in staterooms or cabins below. And make sure there is private access to a head from all sleeping spaces.

Power. The typical three-cabin boat with a central deckhouse offers great possibilities for family living, but it often has the disadvantage of little outdoor space; you spend your time in a glass house. Some stock boats, also, contain so many berths that adequate storage areas are lacking and galleys are too small. Before the war there was less of this crowded "efficiency." Several builders turned out cruisers in which the midships deckhouse was open at the sides, with movable panels to be closed in bad weather. Such a bridge with cabins both forward and aft of it makes an excellent arrangement *provided* there is a head for each cabin.

Usually the galley is forward, opening into the main cabin, with hanging lockers, a storage forepeak and a head. Deck space is sacrificed, of course, and sometimes handling dock lines is inconvenient. But if the maximum of privacy for a small family is to be combined with the shortest possible hull, this general type is possibly the answer. Even the 30-foot ACF of many years ago had a small after cabin, and in boats five to 15 feet longer the most convenient variations are possible, as some of the postwar cruisers and motor sailers prove.

In the matter of hull type, two regional examples offer great possibilities. One is the small New England trawler. Eldredge-McInnis, Scheel, Hamlin and others have created excellent, roomy, livable cruisers with such an inspiration. The other is the Chesapeake Bay deadrise hull—inexpensive, strong, and able. Such is the *Mary S* (see *Fig. 2*).

Yet there is much to be said for the older type of raised-deck or trunk-cabin cruiser. A forward stateroom, a main cabin with the head available to both, and a large galley are arranged to give a maximum of open space and adequate privacy for parents and two children or for a couple and their guests. The cockpit can be open, partly enclosed, or closed, to taste. In larger boats there is greater latitude. The old Elco 42s and 50s were, and still are if well maintained, superb vessels, admirably fitted for civilized and even formal living, roomy and shiplike.

"Azura's" doghouse is a pleasant place in almost any weather

But, just as in sailing craft, there are infinite possibilities in motorboats of unusual design and in the alteration of old but sound vessels. A most capacious and handsome cruiser, the *Last Buccaneer*, has been altered (by Alden's design) from a small, uncompleted U.S. Army tugboat hull, and various owners have made grand boat homes from shrimper or trawler hulls. Such craft have the ability to go almost anywhere safely in almost any weather, and for the family that wishes to combine boat living with extensive open-sea cruising they are hard to beat. If one of these older power boats is to be altered, often cutting down partitions between galley and cabin will work wonders in producing a sense of space; if vertical support is necessary, a turned post or column between a low bulkhead or cabinet and the overhead will suggest division but preserve openness.

"Paulette," an old Matthews 46, is a comfortable home-afloat

Then there are the unconventionally designed smaller yachts, like the *Gosling III* (see *Fig. 2*). Her wide decks are inviting; her deckhouse, though large enough for sitting, is primarily the pilothouse. From this, companionways lead down forward and aft. The forward one leads to a wonderful main cabin, with wide berths at one side and across the after end, transom seats in front of them, and ranges of cabinets, shelves, and a deck. Forward, to port, is a large head, and to starboard a single stateroom with its own head. The after cabin, chiefly for dining and cooking, with a large L-shaped galley, a dinette, and a head and shower adjoining, can be used as a guest room or a children's room.

In general, motorboat interiors that approach the simple openness of early sailboat cabins are preferable to be-gadgeted interiors. Similarly, white or light-painted cabins, with bright work only for trim and finish, are restful to the eyes and cheerful at night.

To sum up, the couple or family contemplating a boat to live on, new or old, should look for:

An able, safe hull for the waters to be cruised.

Economy in running and maintenance; the smallest size compatible with other requirements.

Privacy, but at least one large, flexible space.

Convenient galley and eating areas, preferably both indoor and outdoor.

Outdoor screened (or screenable) living space.

Generous storage, including ample bookshelves.

Space for work or hobbies, perhaps in the old fo'c's'le.

Possibilities for utilizing waste spaces in an old boat.

Simplicity of shapes and pleasantness of color.

If these are found, then we believe the owners will have a ship that will be a satisfactory mobile home for a summer, a year, or the rest of their lives.

This doghouse, with two bunks, adds to spaciousness below

"Hi-Lite," properly lashed down and equipped for land travel

RIGGING UP FOR TRAILER CRUISING

With Proper Attention to Detail, Your Trailer Hops Will Be More Enjoyable

By WALTER F. CHAPPELLE, JR.

Photographs by the Author

CRUISING with car, trailer and boat is great fun, but if not properly planned it can have irritating and occasionally dangerous moments. On our first trip we just hooked our outfit to the car and left. We had fun. But experience brought a constant increase in fun, and we would like to pass this experience on to you.

Our boat is a 16-foot Bristol Bluefish whose assembly from a kit was written up in the January, 1955, issue of YACHTING. Equipped with an Evinrude electric-starting Big Twin motor and carried on a Gator trailer, the boat goes with us on all vacations. This year she covered 3500 miles on a two-weeks trip to Florida. Many ideas used on this outfit can be adapted to your own or may be a guide to buying one.

Any car will pull an outboard boat and trailer almost without your feeling it. However, when it comes to hills and passing, extra horsepower gives smoothness and confidence in driving. An automatic transmission is also a help. It is easier to back the trailer in the water just the right amount. It is a perfect hill holder. It is smoother starting up the ramp again. You need not buy another car just to get in the sport, but consider these things when selecting the next one.

Most outboarders soon tire of carrying the motor in the car trunk. It isn't very clean, and takes luggage space. Hooking up controls is time consuming. Lifting the big motors may require extra help. Leaving the motor on the transom works fine with the right equipment, but with the wrong boat and trailer this practice can cause trouble.

The right trailer is most important. Full width cradles should give support under the transom. There should be another set of cradles forward, plus support at several points along the keel. The average keel has a little rocker and its support should conform, not be flat and contact only at one point. The right rig will carry almost any boat properly with the motor installed.

Longitudinally-stressed boats, with heavy keels and knees, are better able to carry a motor in the transom than transverse-stressed boats with many ribs, and are also easier to maintain. Our Bluefish is a good example of a boat properly stressed to carry the motor.

Medium size trailer wheels have proved the most practicable for us. Small wheels do not bridge road holes easily and they turn many times faster, leading to tire wear. With axles nearer the ground, they cannot be rolled into quite as deep water without wetting wheel bearings, resulting in necessity for loading in shallower water. Beware of home-made trailers with auto wheels, which are too high for convenient loading. Enough overhang to allow tilting down over a dock to form something of an incline ramp is helpful, but this overhang should not be so great as to cause unbalance, which will be mentioned later.

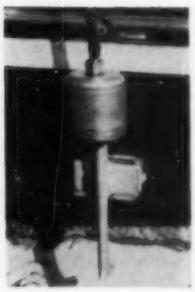
Loading mechanisms on trailers have been greatly improved of late. It should be possible to elevate the rollers so the boat moves on them rather then being dragged over cradles and skids. It should also be possible to tilt the trailer without detaching it from the car. Our Gator trailer did not originally come with elevating and tilting devices, but Peterson Bros. were wonderful about selling us through a dealer the parts to bring our trailer up to date. In buying a trailer, enquire as to the manufacturer's policy on this matter of modernizing.

The winch should be raised, or the eyebolt so placed on the stem, that the winch cable runs horizontally. To have it lead downward from bolt to winch causes a snubbing action during the last of the loading operation, making it impossible to winch the boat all the way on.

A bronze winch will not rust. More stainless steel cable can be wound on a given size drum than rope. This makes both worth the extra cost. A long cable makes it possible to hook onto the boat at some distance from the trailer, such as at a nearby dock, which saves considerable wading. Also, if the car cannot be backed to the water the longer cable can be used to winch the boat into position.

Some trailers support boats on fore and aft cradles with rollers furnishing intermediate support for the keel. How can these rollers be adjusted to give just the right support? Best way is to slip quarter-inch thick plywood between boat and cradles. Then set the rollers up tight against the keel. Then when the plywood is removed each roller will be supporting with the proper pressure.

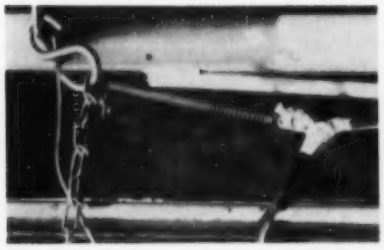
During loading, one roller may bear



The static tank on the top of this pitot tube is another important feature of an accurate low speed indicator

The cradles on this trailer extend the full width of the transom and are right under it. Tail and turn signals on the tie-down bar are easily seen and can be kept dry

The Madison hitch for towing fits on the motor shaft housing. Swivel eye has a line eye-spliced to it over thimble



A spring can be taped to the tail light wire and stretched aft to keep the wire taut and reduce movement and wear in the guides

Aircraft battery for electric starting is light, small. Web belt and footman's strap hold it securely. Note eyebolt mounted in the knee which holds emergency lanyard to keep motor from going overboard if clamps come loose

Mount controls and other equipment on panels rather than directly on the boat. Panel is stronger and if the equipment is removed there are no permanent marks on the boat

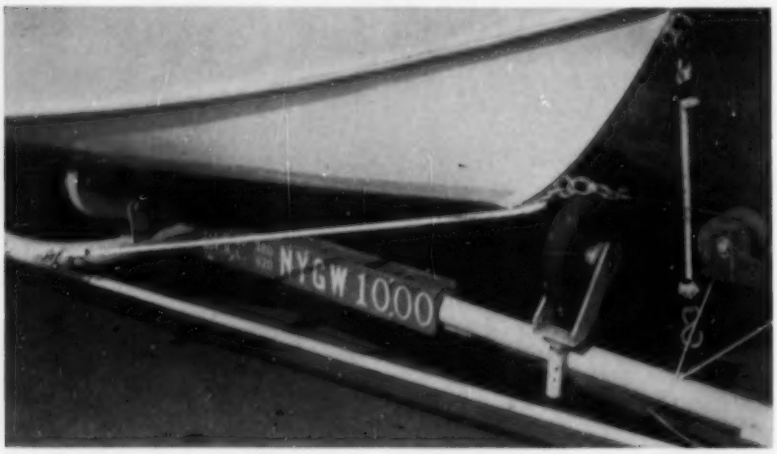
Cadmium plated eye bolts can be mounted along the trailer to carry the tail light wires forward to the car. Note how the eye has been twisted open and a nut put on to hold the opening away from the frame so the wire can be slipped out for launching

For auto batteries, the Wilcox-Crittenden Sea-Pack battery case is light, corrosion-resistant and facilitates carrying battery ashore for charging

Only light luggage like clothing should be carried over the road in a boat and then it should be securely lashed down

most of the weight of the boat, forcing a change in adjustment. Vibration may also cause maladjustment. How can this be prevented? One way, after proper adjustment, is to drill a hole through both the fixed and movable member of the roller bracket and insert a nut and bolt as a locking pin. Even better is to have the two members spot welded. The cost of professional metal working shop service is surprisingly low and results in permanent solutions to many problems which may otherwise plague one indefinitely.

The boat must be securely fastened to the trailer in transit, or she will get a pounding. Straps tend to allow bumping, or, if tight enough to prevent it, may squeeze the sides of the boat. A tie-down bar across the gunwales is an excellent way to exert downward tension without lateral squeezing. Under way, the bar should be tightened until it can't be moved by hand. Release tension as soon as a trip is ended.



This shows several trailer techniques. Bow is held down by flexible shock cord. Eyebolt for winching the boat is level with winch; winch is raised so eyebolt can be above waterline. Dolly wheel is inverted as it is not intended for road shocks. Weight boards are visible. Shock cord preventer reaching aft should be installed only when needed

The bow of the boat should be lashed down by some method that allows the trailer to flex without flexing the boat, for trailers will flex. The alternative is extreme weight, for it would have to be built like the George Washington Bridge and even that flexes some. Any solid connection between the front of the trailer and the boat's stem should be avoided. Shock cord under enough tension to keep the boat from bobbing seems the best answer.

Our boat packed for the road is quite heavy. This weight and power brakes on the car have caused her to slide forward off the after cradle. Should this happen to you, and there isn't enough help to lift her back on, a gas station hydraulic jack with a chunky piece of wood extending to the keel under the transom knee will lift her back. Since we rigged an extra shock cord to exert backward tension from the bow ring we have had no trouble. Gator now has available a neat preventer made of spring steel with a roller which rides on the stem.

Lights on the back of the trailer itself get dunked in the water and broken, and are difficult to see. The best place is on the tie-down bar. Small eyebolts along the frame will support the wires running to the car. Twist the loops open so the wire can be slipped out. Then the whole assembly can be laid aside during launching. A spring can be taped to the after end of the wire and fastened to the trailer to keep it taut. If the trailer is taken on the road without the boat, the tie-down bar can be fastened to the trailer with "C" clamps.

A strainer which will remove not only the finest dirt but water too is most important for reliable motor operation. An old felt hat over a one-gal. funnel works well

Many are guided in their light choice by the minimum local law enforcement will allow. The best criterion is to have the lights necessary to keep from being hit. I was surprised at what a respectable distance cars maintain when following a boat and trailer. They want no marine motif in their grille, as they would have if they wrapped it around an outboard motor. They'll stay back if warned, so proper lights are worth while. Two tail lights, in case one fails, is a minimum for me. Turn signals on the trailer are a must if the boat hides those on the car. Some states require them. Then a couple of good big reflectors for side markers and emergency if all lights fail would seem indicated. Some states require yellow marker lights on the side. It seems a good idea since some drivers start changing traffic lanes as soon as the car passes before they notice the boat is following. Marker reflectors are easily attached to the fenders with self tapping metal screws and attract attention during the day.

Use heavy duty waterproof wire available at auto supply stores to hook up the trailer lights. They also have simple two-pronged connecting plugs. These are used inside the trunk. The female plug should be on the car end of the connection, as prongs on the male end may be shorted by metal objects when disconnected. Weather-stripping on trunk lids have enough give so the lid can just be closed on the wire. There is no need to mutilate the body by installing outside sockets. A piece of Scotchlite tape on each half of the plugs will make it easy to hook them up in poor light.

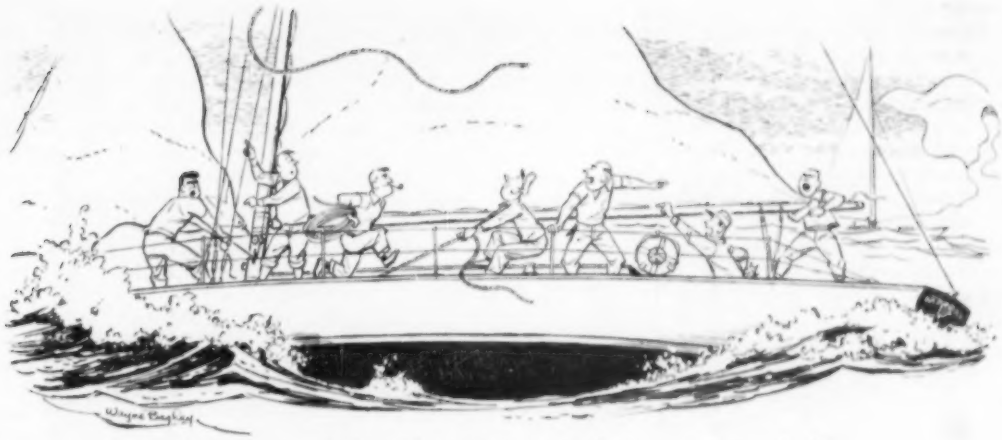
Don't worry about complicated wiring diagrams. Strip about an inch off the taillight wires in the car trunk. You will find them on either side in the fender. A piece of trunk liner which is either screwed or wedged in a groove may have to be pulled aside. Then determine proper hook-up by touching the stripped trailer wires to those on the car by trial and error. Try the tail lights first and then the turn indicators. The stop lights will then also be set.

A separate ground lead will have to be run from car to trailer chassis and trailer chassis to lights. The hitch and tiedown chains cannot be counted on for a good electrical connection.

Rear fender flaps on the car keep stones from knocking paint off boat and trailer. We also stop at a gas station as soon as possible to rinse salt water off boat and trailer. For safety's sake be sure to use a bright color on the trailer. Changing colors is bound to lead to an untidy appearance when the new color chips off revealing the old. Use a good tough farm machinery type of paint and primer. A primer coat that will absorb and retard further rust is a must on all bare spots.

Wheel bearings must be packed with grease often if you get them in the water. With proper loading facilities it

(*Continued on page* 248)



"On some vessels the mild panic party is standard operating procedure"

PANIC PARTY

What Brings Them On? This Author Points a Finger at the Skipper

By CARLETON MITCHELL

Drawings By Wayne Bagley

THERE IS no sweeter sound than a good Panic Party—at a distance.

You've hit the line on a downwind start, for example, and practically before the smoke has blown away from the gun your 'chute has blossomed, the jib is on deck, and you're away. All around you is confusion and tumult; the sound and the fury. Spinnakers whose upper stops failed to break, spinnakers snagged in jib hanks, genoas checked halfway down by fouled halyards. Shouts of "square the pole," "trim the sheet," "come up," "go down." Men running forward bump into those going aft; harried helmsmen spin the wheel and beg tearfully—or bellow belligerently—for a little god-damned cooperation from the foredeck, with the foredeck screaming back how the hell can you trim a sail if the boat isn't kept on a course. . . .

Or, cruising, you come on deck in oilskins after closing the hatches at the first pattering drops of the 3:00 a.m. squall, ease out a little more scope, find you are holding nicely, and watch and listen to the panic parties developing all over the harbor: lights flashing, boats dragging, engines racing. Shivering characters in clinging pajamas repel unwanted visitors with curses, fenders and bare feet. Anchors splash overboard, boats circle, looking for a new spot. . . .

Sure, it's all funny when it's happening to someone else. You feel superior and efficient and vastly amused—but maybe you are being a trifle forgetful. Few boats seem wholly to escape panic parties, even though they are rarely among the incidents of passage discussed with strangers at the yacht club bar, or even among a crew in the privacy of the cabin at some later, more peaceful, moment. Perhaps this is because everyone is secretly ashamed at his share in a disagreeable incident, perhaps it is the human faculty of forgetting the unpleasant parts of a pleasant whole.

Yet I firmly believe that every grade-A panic party should afterwards be faced and discussed by skipper and crew. Panic parties don't just happen upon a reasonably well found yacht, well commanded and crewed: there is always a cause, and the effect generally blossoms out into as clearly defined a phenomenon as the cloud over the burst of an atomic bomb, and no more attractive.

For the sake of clarity, perhaps I should define my concept of a panic party. To me it is a breakdown in ship's routine and self-imposed discipline, marked by raised voices and lowered coordination. In the worst cases, everyone shouts orders and no one does anything. Harsh words pass between shipmates. Two or three different approaches to the same problem may be going on—or at least are being loudly suggested—while no one pays any attention, or does anything to help. In their mildest form panic parties result in unpleasant confusion and unnecessary shouting. At the worst—as at the failure of a piece of gear when the boat is hard pressed—they can take the form of a general physical paralysis, actually endangering ship and crew. And it follows that, where the disease exists chronically in a mild form, it becomes acute in an emergency.

Unfortunately, on some vessels the mild panic party is standard operating procedure. A few boats can usually be heard as far as they can be seen. Probably this has discouraged as many wives and other newcomers to the sport of yachting as any other single factor in sailing: to be yelled at while trying to perform an unfamiliar task is annoying, to put it mildly. And how to explain later to the neophyte that, despite the tumult, there never was a moment of the slightest danger, that it was just a lovely, whole-sail breeze with maybe a few fresher puffs? That everybody had fun and were good friends, and even liked that Ted Jones who was cussed at so much?

Only a sea-going psychiatrist with a gimballed couch in the cockpit could get to the causes of all panic parties. But having sailed for the goodly part of a lifetime that now has considerable fetch astern, and having been crew more years than skipper, I am inclined to pin the blame for most squarely on the shoulders of the skipper. Or, to be more accurate, squarely on his bottom, because he sits on it too much.

No sailing boat of any size larger than the smallest racing

classes can be wholly directed from the steering position. Not only do voices fail to carry to the foredeck, but it is impossible to see everything going on from the cockpit. Yet, in any evolution, or any emergency, the skipper is the key man—the man with The Say, the ultimate decision. It is a prerogative as old as the sea, and comes along as standard equipment with the purchase of any vessel that floats, regardless of size or method of propulsion.

Almost naturally the owner-cum-captain gravitates to the wheel—or tiller—of his ship. If it is not his position by divine right, it is by bill of sale. So he puts down a cushion, adjusts his bottom to the cushion, seizes the spokes of the wheel and takes over. But does his sense of control stop

"It is easier to call 'jibe the spinnaker' than to do it!"

there? Unfortunately, no: He also has opinions as to how the jib should be hanked on the stay, how the lee runner should be taken forward, the number of strokes the head should be pumped, where the ketchup should be stowed, how the spinnaker halyard should be coiled, and the flatness of the genoa.

Now it well may be that this skipper is a very experienced man, and knows much more than any of his crew. All his opinions, directives and commands may be sound. Yet the fact remains; it is almost impossible to master-mind a boat of any size wholly from the steering station. The resulting shouting of orders, misunderstandings, shouting in return, counter-misunderstandings, higher-pitched shouts and curses—perhaps in the beginning nothing but inability to hear and understand—add up to a state of nerves throughout the ship, exactly right to produce an explosion if the weather genoa sheet fouls during a tack, or a tear begins to develop along the reef points of the main.

Or again, it might be that the skipper is not sure of himself, and covers his inability to do a seaman's job on deck by taking command from the wheel. It is easier to call "jibe the spinnaker" than to do it. Unfortunately, however, this type does not often delegate authority. He is not likely to say before a race: "I'm going to concentrate on steering. Pete, here, is in charge of sail changes and evolutions. He will assign stations and direct operations."

No; although there may be a tacit understanding that Pete is second in command, and generally in charge of deck operations, our skipper will at the crucial moment discover something not to his liking, and burst into a barrage of irrelevant or countermanding orders. Or, someone else in the crew will suddenly begin to do things his way, issuing appropriate directives, leaving poor old Pete on the foredeck wondering what is wrong, and expressing himself accordingly. Or, in cases where authority is not defined at all, everyone takes charge at once, with truly classic results.

Confusion ends when all commands are not given from the helm. Either the skipper frees himself from steering, or he clearly delegates responsibility and authority in advance of an operation. Either way the helmsman becomes the helmsman, concentrating on what is probably the most important single job on the boat—for never lived the man who can watch everything on deck and aloft, issue detailed orders, decide on strategy and tactics, and still steer a boat properly.

In fact, many races are undoubtedly lost by owner-skippers who overlook no detail or expense in getting sails perfect, gear perfect, hull perfect—all adding up to seconds per mile—and then sail erratic courses which can cost minutes per mile. There is no use fussing over the shape and trim of a genoa if it is to be butchered by bad helmsmanship. Meanwhile crew morale is probably suffering in exact proportion to the poor steering. Even the most outspoken type hesitates saying to the skipper: "I say, old boy, don't you think you're butchering the bloody bucket?" For some odd reason a man's helmsmanship is like his sister's honor—for it to be questioned is a personal affront. Probably because there are so few good helmsmen.

". . . now here's how we did it on the old 'John B'"

But if the skipper becomes a "rover" during a good part of every race, or day's sail, he gets a perspective and feel of his boat—and understanding of and with his crew—which somehow prevents evolutions from becoming events. Perhaps he will take the wheel for tacking or jibing or reefing, or changing headsails, but because it is his place on a team: meanwhile every other man has a place, too, and knows what is expected of him.

But crew members can also be guilty of setting up the atmosphere for panic parties. Quiet types who come aboard and begin by using their hands are almost invariably innocent. Not always so are the characters who appear wearing tasseled sheath knives and perhaps a sporran of stopping

(Continued on page 234)

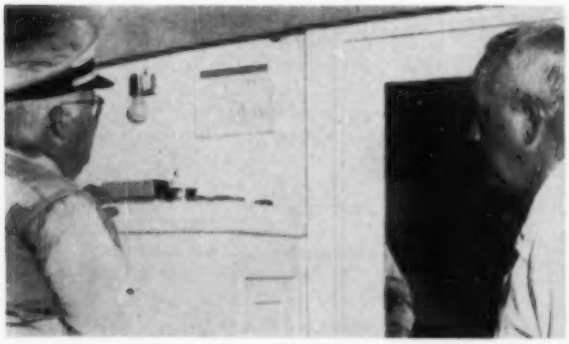
U.S. Coast Guard photos

Inspection officers of Flotilla 58, Portsmouth, Va., aboard W. C. Whitehead's "Helen"

U.S.C.G.A. COURTESY EXAMINATIONS

AMONG the important functions of the U.S. Coast Guard Auxiliary are the courtesy examinations which are provided gratis to boat owners who wish to be certain that boat and equipment are in accordance with legal requirements.

Trying out the C.G. decal for size (right)



Finding that numbers on certificate and on bows don't agree

The 32-point stern light burns brightly but should be raised to avoid superstructure. Life jackets (r.) must be C.G. approved, properly marked and readily accessible

WHAT ABOUT

Shall The Yachtsman Be Regulated?

[Recreational boating is today one of the most rapidly growing sports in the United States. Inevitably, growth creates problems, and far-seeing yachtsmen recognize that our increasingly crowded waterways are posing problems which must be faced in the not too distant future.

All sportsmen, and especially yachtsmen, decry governmental controls. Yet it appears that some form of sensible and practical regulation may be necessary soon if the sport is to be protected from restrictive legislation in the years to come. YACHTING*'s editors have therefore asked Roland Birnn, a boat owner of broad experience, to discuss the matter objectively, and will welcome reader's comment.]*

IN THIS imperfect world, close to tops in imperfection is the turmoil on our crowded waterways. If this remark calls up any memories of last season, the reader may pause and devote time to silent remarks—and perhaps to thoughts of practical remedies.

Following which he should, in the interests of good sportsmanship, spend a few seconds in review of the few remembered instances of his own maritime guilt. These, of course, were all due to momentary forgetfulness, being dog-tired after a day at the wheel, hurrying to a sheltered anchorage before a storm, or the gears refusing to go into reverse when coming in to the gas dock. No real fault of his own. At least not due to recklessness, ignorance or arrogance, which seems to be the main contributing causes of the current situation.

It seems to be getting worse each year; this anchoring in the channel, making fast to aids to navigation, tearing through a quiet anchorage or a fishing fleet or even through a fleet of youngsters in sailing prams, towing water skiers across a fellow's bow, running parallel to windward just when it's time for you to come about, no numbers to identify small outboard boats—ad nauseum and high blood pressure.

So the cry goes up, "There oughta be a law."

But what sort of a law? By whom? For whom? Will it make things better or worse? Who wants a law? And more ominous yet; is there one in the making? One that we may suffer or be benefited under? One that we'll have no part in drafting?

The American Yachtsmen's Assn. invited comment on the subject from its members. The response was overwhelming. Seldom have members of any yachting organization been so aroused on any question. As letters came from just about everywhere in the country, it appears that the interest is not confined to the large boating centers, but is widespread. The association is tabulating results as this is written and later may be able to state the temper of large groups of its members.

Around Coast Guard Headquarters in Washington, D.C., responsible people are working on a solution. There is apparently no desire there to move against the wishes of the majority of boatowners. They feel they must have the backing of large numbers of responsible boat operators, of clubs and associations, to be able to draft a law that will be as painless as possible, yet effective and enforceable. To the writer it appears that the feeling concerning legislation is, "It's too bad, but something just *has* to be done."

The Commandant of the Coast Guard, Vice Admiral A. D.

FOR *Regulation*

IT'S FINE TO BE FREE, but we experienced boatmen are the ones exposed to hazards from the irresponsible operation of others. The problem is growing so rapidly that it will be much worse by the time laws are passed to curb such hazards. The Commandant of the Coast Guard has stated that appropriate legislation is in order.

The leisure time of the average American is increasing. The 30-hour week, or something close to it, is predicted. What, then, of the crowded waterways? At present many persons have not enough leisure to warrant their buying a boat which they must maintain themselves, but with the 30-hour week they'll have plenty of such time. The highways are becoming so crowded that a drive through the country on a day off is no longer any fun. But there's freedom on the water, and this freedom will last until it's just too dangerous, because of unregulated water traffic, to get afloat for pleasure.

Self-regulation is the solution, as long as groups of organized boatmen comprise the major portion of our skippers. But not for unorganized hordes, such as we shall soon see, not only around the metropolitan centers, but everywhere that roads down to pleasant waters where boats may be launched.

It isn't enough that a high *percentage* of boat operators have been well instructed and have nautical know-how. Let's say only 5% of operators around Chicago constitute a hazard to themselves and to others. That wouldn't have been bad at all in 1940. But in 1955 we have about five times the number of boats operating in the area than we had in 1940. They're faster boats, too. If 1940's potential trouble-makers numbered 50, they now number 250, with the same area of water in which to get in trouble, but five times as crowded as ever before. It will get worse as boat owners, with more leisure, make more use of their boats throughout the week.

No one wishes to detract from the credit for the good work in public instruction done by the Power Squadrons, Coast Guard Auxiliary, other boating organizations and schools. But they don't get the fellow we pro-law people are after; the reckless, you-can't-teach-me-anything lad, whether he owns a large cruiser or an outboard skiff. In a civil suit the careful, experienced boatman can get nothing from the minor who damages his boat. What chance has the careful young man in a small boat of getting damages from the well-heeled heel who tears past him at terrific speed along the Intracoastal Waterways and sets him aground, when the heel has a battery of legal sharps to heel? But a Coast Guard Board of Inquiry—experienced, savvy people—could revoke or suspend the license of Mr. Big. And well Mr. Big and Master Minor would know the power of the Board. Fines aren't the answer. Note that in states where it's mandatory to suspend the driver's license for cause there's little drunken driving.

We take a dim view of financing the state school systems through additional license fees for boat operation, and conducting boating instruction. Everyone drives a car everywhere, but will Vermont be interested in boating instruction, except for people in the Lake Champlain area? Whereas many large cities are on the water and might benefit by such instruction, state legislatures are often dominated by the hinterland blocs.

We can't wait to see how self-regulation pans out through instruction. The boating population is increasing too rapidly. It will take about two years for the Coast Guard to determine the most suitable laws through the voice of boating groups and from its knowledge

(*Continued on page* 223)

REGULATION?

A Discussion by ROLAND BIRNN

Richmond, in response to a Congressional inquiry regarding legislation on the matter, expressed the following informal opinion: ". . . the present casualty statistics of small boat operations speak for themselves and definitely indicate the need for some action to correct the flagrant violations of the most elementary safety principles. The Coast Guard is in strong agreement that appropriate legislation is in order as being an excellent solution to this situation, which is one of constantly increasing proportions. The small boat population is now the largest unregulated traffic group in this country."

The Acting Chairman, Merchant Marine Council, Capt. R. A. Smyth, U.S.C.G., in a letter to the Motorboat and Yacht Safety Panel described the mounting concern expressed regarding the irresponsibility and poor seamanship demonstrated by operators of small watercraft. In the past, he said, the topic of licensing persons operating small boats has been broached informally at various meetings with yachting groups. On these occasions strong opposition was indicated. But with the current expansion of activity in this field, the captain feels that some type of control or supervision is warranted.

The Outboard Boating Club of America, realizing that state legislatures were taking up local measures, drafted a proposed code of laws for the regulation of boating and boatmen and distributed a copy to each legislator and many other interested persons; a total of 67,000 copies. It was designed as a guide in drafting sensible and enforceable bills to apply to local waters, which would match, as much as possible, existing federal laws to navigable waters.

Ed Spanke, O.B.C. Director of Public Relations, reports notable success achieved through the pamphlets guidance and through press releases and feature articles concerning the club's work. A number of legislators, after reading the pamphlet, withheld certain proposals they had in mind which would be in conflict with the proposed code. Now that the 1955 legislation season has closed, we find that in more than a score of states parts of the O.B.C. recommendations were written into law in the very words that the industry and sport proposed.

In other states, O.B.C. recommendations were adopted with minor changes. In 1955 no disturbingly harmful legislation was enacted anywhere. In Illinois the Legislative Council was convinced of the desirability of conducting a full-scale study of the need for more adequate boating laws in the state. Currently, 24 similar bodies in other states are considering the same study. Mr. Spanke believes the picture will become even brighter in 1956.

Yet three groups that will be affected by a federal law and in many cases by state laws, have not been heard from. One group is composed of the skippers of small commercial craft; fishermen for the most part, not carrying passengers for hire. In some cases they are organized on state levels; but organized only in part. Anyone who has cruised the watery hinterlands should be able to understand their problems in this matter, whether sympathetically or not. Another group, unorganized, consists of pleasure boat skippers who are not "joiners." Invariably they resent any restrictive laws. Still another group are those outboard boating organizations who have not, as a body, voiced opinion to the Outboard Boating Club of America.

With this background, let us explore the pros and cons.

AGAINST *Regulation*

FREEDOM OF THE SEAS is the great attraction for the yachtsman. He's about as free at present as he wants to be. The pleasure boat operator regulates himself. He is doing it voluntarily. Self-regulation is the answer to any existing water traffic ills. But do such ills exist in as great quantities as some of us imagine? Note that Capt. Smyth said, "mounting concern has been expressed." Not that the situation is grave all over. Just that concern has been expressed. Aren't many yachtsmen, and other pleasure and commercial boat operators getting exercised over the situation as it is elsewhere and not in their local waters? Don't the currently vocal club members and other organizations view the grief of a few members as their very own?

Granted, many large boating centers are rather crowded, especially on weekends and holidays. But more leisure time in industry and all callings, and earlier retirement of men still active enough for the sport of boating, will allow them to trail their boats to free waters, and still farther and farther from the madding crowd, or to base their boats away from crowded waters.

Self-regulation is not falling down. The Power Squadrons, Coast Guard Auxiliary and other organizations devoted to public instruction are just getting underway. The eight-lesson course given by the Power Squadrons for novice boatowners and prospective owners can easily take care of the growing numbers of yachtsmen. Most important is the one-shot course started in 1955 by the Coast Guard Auxiliary for owners of small outboard boats. It has just taken hold and has proven immensely popular. It contains as much dope as any sensible person would require an outboard or other small boat operator to know before turning him loose. There's too much "sea lingo" in the more extensive courses, which may be necessary for the skipper of a large boat but not for the Class A boat operator. But between the eight-lecture courses and the one-shot lecture given respectively by the Power Squadrons and the Auxiliary, the field is pretty well covered. Instruction adequate for the operator of any size boat is available, or can be made available.

The beauty of the short course is that it can be given by local outboard or small-boat clubs without elaborate lecture aids; also in schools wherever the local folk decide the situation requires it. The state of Florida, using a 25-cent extra fee added in 1955 to drivers' licenses, is financing auto drivers' instruction in high schools. New Hampshire, Vermont and Arizona have incorporated hunting safety training into the public school system. School training will get just about everyone, eventually. Where schools can't train all future or youthful current boat operators, the local boating clubs can.

Let's see how self-regulation and voluntary training pan out before we pass laws. If the Power Squadrons and Auxiliary and other outfits had it put up to them, "either train or we legislate" they'd really boost their efforts at instruction. Boating clubs would campaign to increase their membership and there would be many more such clubs formed. No one claims this would get all small boat operators into the fold, but it would get most of them in the large boating centers where organization, advertising and similar efforts would be effective. And it is only in these boating centers that a real problem exists.

Let a federal law be enacted that would require licensing of every operator and registration of all pleasure boats on navigable waters and the Coast Guard would be very happy. All gov-

(*Continued on page* 252)

AN EXPERIMENTAL RIG

By H. G. HASLER

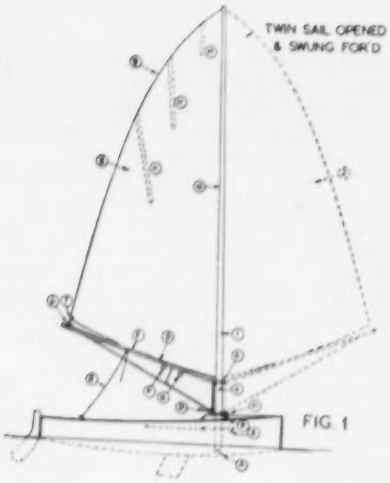


FIG 1

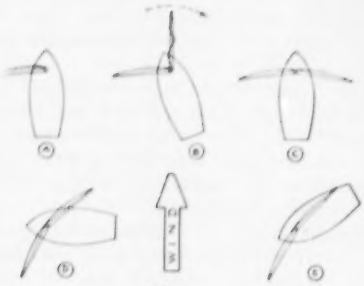


FIG 2

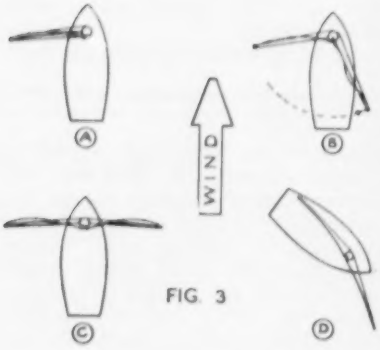


FIG. 3

"Yachts and Yachting"

ILLUSTRATED here is a small-scale version of the Vosper-Hasler Lapwing Rig, mounted on a Firefly 12-foot dinghy and undergoing preliminary sailing trials on the Solent. My development of this rig has been the subject of five years' work in collaboration with Vosper, Ltd., of Portsmouth, England.

The rig is intended primarily for keel boats, and aims to achieve ease of handling and seaworthiness. This Firefly version was produced as a scale model in order to experiment in small size with the detailed design of mast, booms, and sails.

The Lapwing rig is based on the well-known Ljungstrom rig, in fact it may be said to have started where Dr. Ljungstrom left off. *Fig. 1* shows the general layout, with the main features numbered as follows:

1. Unstayed rotating mast of circular section, hollow spruce, supported by bearings *A* at the step and *B* at the deck. 2. Twin sails with a common luff rope. These may lie either on top of each other (solid line) or goosewinged (dotted line). 3. Mast rolling wheel, operated by Dacron rope working in a V-groove. Reefing and furling is effected by rotating the mast and so rolling up the sails. 4. A metal tube sheathing the lower mast. This increases the effective length of the lever arm supporting the mast, and takes all the boom loads. 5. Twin cantilever booms, in plan like a pair of dividers, which can be locked together either in the closed position or at any required angle to each other when opened. Each boom is supported by a bearing ring *C* near the top of the mast tube and another ring *D* round the housing of the upper mast bearing. It can, therefore, neither lift nor droop. 6. On each boom, a "clew traveler" running in a track *E* and hauled out by a wire "traveler outhaul" operated by a small drum winch *F*. 7. On each boom, a wire "clew outhaul" leading from the clew of the sail through the clew traveler and so

(*Continued on page* 244)

The Lapwing rig close-hauled

Close-reaching, with the sails open and the mast to windward

Running, mast to leeward

Reaching, mast to leeward

Carter

Outboard Runabout—De Silva hull and Elto motor of Bud Wiget

THE ALL-AMERICAN RACING TEAM

A Poll Conducted By
W. MELVIN CROOK

YACHTING proudly presents the 1955 All American Racing Team—seven boats selected—as the cream of this nation's power boat racing fleet during the past season.

Our Board of Judges consisted of: Albert A. Bauer, Paoli, Pa., *Chairman, A.P.B.A. Region 3;* Ralph Clesi, New Orleans, La., *Member, A.P.B.A. Inboard Racing Commission;* H. Burr Coleman, Wheatridge, Colo., *Member, A.P.B.A. Stock Outboard Racing Commission;* Merlyn Culver, Dayton, Ohio, *Member, A.P.B.A. Council;* J. Otto Crocker, San Diego, Cal., *A.P.B.A. Chief Timer;* Lou Eppel, Cedar Grove, N.J., *Member, A.P.B.A. Council;* Fred Hallett, Oakland, Cal., *Member, A.P.B.A. Council;* Cliff Harrison, Seattle, Wash., *Outdoor Editor, "The Post Intelligencer";* Al Hart, Sacramento, Cal., *A.P.B.A. Chief Measurer;* Jack Horsley, Miami, Fla., *A.P.B.A. Referee;* Dr. Wayne Ingalls, Bell, Cal., *Member, A.P.B.A. Outboard Racing Commission;* Emile Jacoby, North Bergen, N.J., *Commodore, N.J. Outboard Assn.;* Malcolm D. Lamborne, Jr., Washington, D.C., *Yachting Editor, "Washington Star";* Harry Leduc, Detroit, Mich., *"The Detroit News";* Clarence E. Lovejoy, New York, NY., *Boating Editor, "The New York Times";* Charles Strang, Jr., Oshkosh, Wis., *Chairman, A.P.B.A. Stock Outboard Technical Committee;* George Trimper, Buffalo, N.Y., *President, A.P.B.A.*

These men, writers and officials who follow the sport throughout the U.S. from early to late in the season, were so chosen as to minimize the possibility of any deserving boat going unnoticed.

The editors of YACHTING congratulate the owners of the seven boats selected, and of the others which were considered. To the judges go our sincere thanks.

Outboard Runabout—Results of the voting: Bud Wiget, Concord, Cal.—Class C Service—DeSilva hull, Elto motor (10 votes); Jack Cohn, Chicago, Ill.—Class C Service—DeSilva hull, Johnson motor (5); Dave Imrie, San Francisco, Cal.—Class C Racing—DeSilva hull, Johnson motor (1); Wm. H. Siemsen, Sausalito, Cal.—Class F Racing—DeSilva hull, Evinrude motor (1).

For the second consecutive year, the top selection in the outboard runabout category is an outfit owned and driven by Bud Wiget. Whereas on the 1954 team it was Wiget's F racing runabout that was given the nod, this year our judges settled on Bud's Elto-powered DeSilva hull that he uses in the C service class. This craft, early in the season, posted five consecutive wins to take the Col. Green Star Island Trophy. It also erected a 5-mile class record.

Second spot was awarded to Jack Cohn's runabout—also a C service rig, also a DeSilva hull, but using a Johnson motor. Cohn's craft took the class National Championship from a field of 14 starters. One of our judges notes that this is the first time in some 20 years that a Johnson has copped the C service National title.

Tied were Dave Imrie's C racing runabout (DeSilva-Johnson) and Wm.

The All American Racing Team—1955

UNLIMITED INBOARD HYDROPLANE
Gale V—Joseph Schoenith, Detroit, Mich.
Hull: Staudacher Motor: Allison

LIMITED INBOARD HYDROPLANE
Southern Aire IV—48. cu. in.
F. C. Moor, Miami, Fla.
Hull: Lauterbach Motor: Crosley

INBOARD RUNABOUT
Hot Cinders—Cracker Box—Bob Patterson, Van Nuys, Cal.
Hull: Patterson Motor: Dodge

OUTBOARD HYDROPLANE
Class B—William Tenney, Dayton, Ohio
Hull: Neal Motor: Johnson

OUTBOARD RUNABOUT
Class C Service—Bud Wiget, Concord, Cal.
Hull: De Silva Motor: Elto

STOCK OUTBOARD RUNABOUT
Class B—John Wehrle, Hackensack, N.J.
Hull: Sid-Craft Motor: Mercury

STOCK OUTBOARD HYDROPLANE
Class B—Don Baldaccini, Miami, Fla.
Hull: Swift Motor: Mercury

Carver & Swanson

Inboard Runabout—"Hot Cinders," Patterson hull and Dodge motor of Bob Patterson

Siemsen's F racing outfit (DeSilva-Evinrude).

Inboard Runabouts—Results of the voting: *Hot Cinders*—Cracker Box—Bob Patterson, Van Nuys, Cal., Patterson hull, Dodge motor (8 votes); *Slippery E*—Class E Racing—Guy Wilson, Los Angeles, Cal., Mandella hull, Dodge motor (4); *Vaughn Francis*—Class E Service—Enoch Walker, Hampton, Va., Davis hull, Gray motor (3); *Slide Rule*—Class B Racing—Woody Eldredge, Merced, Cal., Crosley hull, Ford motor (2).

After considering the 1955 accomplishments of our inboard runabouts the board of judges concluded that the outstanding boat was Bob Patterson's Cracker Box *Hot Cinders*. This Patterson hull with Dodge engine has been a consistent winner in its class. In addition she accounted for a new 5-mile record of 68.002 m.p.h. in competition at Seattle on Aug. 6. *Hot Cinders* has become famous also as the top boat in its class for developing propulsion techniques.

Runner-up for inboard runabout honors was an E Racing outfit named *Slippery E*, belonging to Guy Wilson and consisting of a Dodge powered Mandella hull. She is the holder of the one mile record of 85.312.

Other selectees were Enoch Walker's E service rig *Vaughn Francis*, a Davis-Gray combine which is National Champ and 5-mile record possessor, and Woody Eldredge's Ford-powered Crosley, B racing runabout *Slide Rule*, another National Champ.

Tweedle

Stock Outboard Runabout—Sid-Craft hull and Mercury motor of John Wehrle

Stock Outboard Runabout—Results of the voting: John Wehrle, Hackensack, N.J.—Class B—Sid-Craft hull, Mercury motor (9 votes); George DeWald, Reading, Pa.—Class A—Home-built hull, Mercury motor (3); John Wehrle, Hackensack, N.J.—Class A—Sid-Craft hull, Mercury motor (2); Dean Chenoweth, Xenia, Ohio—Class B—Speedliner hull, Mercury motor (1); Ron Loomis, Santa Barbara, Cal.—Class C—DeSilva hull, Evinrude motor (1); Billy Schumacher, Seattle, Wash.—Class J—Home-built hull, Mercury motor (1).

The B stock outboard runabout, consisting of a Mercury motor on a Sid-Craft hull, belonging to John Wehrle, was the stand-out choice in its group. Running in a class where the entries are the heaviest of any in the power boat racing realm, Wehrle's boat became a high point favorite. It was raced every week, in all kinds of water conditions.

Runner-up was the Mercury-powered home built hull which George DeWald owned and his son Craig drove in class A. This was a consistent winner in more than 800 miles of marathon competition.

Wehrle's A outfit, another Sid-Craft-Mercury combine, placed third.

Dean Chenoweth raced in B with a Mercury driving his Speedliner. It was never whipped in its own region.

Ron Loomis' DeSilva hull with Evinrude motor won the class C nationals and set both one and five-mile records.

Bill Schumacher piloted his Mercury driven home built hull to the National title and to both class J records.

Stock Outboard Hydroplane — Swift hull and Mercury motor of Don Baldaccini

Stock Outboard Hydroplane—Results of the voting: Don Baldaccini, Miami, Fla.—Class B—Swift hull, Mercury motor (10 votes); Howard Thompson, Downey, Cal.—Class D—Swift hull, Mercury motor (3); Wallace Granberg, Oakland, Cal.—Class A—Swift hull, Mercury Motor (1); William Holloway, Tipp City, Ohio—Class D—Swift hull, Mercury motor (1); John Wehrle, Hackensack, N.J.—Class A—Jacoby hull, Mercury motor (1); John Wehrle, Hackensack, N.J.—Class B—Jacoby hull, Mercury (1).

Back for the second successive year as the stock outboard hydro selection is a Swift hull and Mercury motor of Don Baldaccini. Last year it was Don's A outfit that took top billing, while this time it is his B. This craft was tops during the winter season in Florida and later went on to win the National title.

Second choice turned out to be Howard Thompson's D—another Mercury-driven Swift. This boat accounted for an almost unbroken record of firsts for the second straight year.

Wallace Granberg's class A Swift-Mercury combination broke the competition record and won 9 out of 9 races.

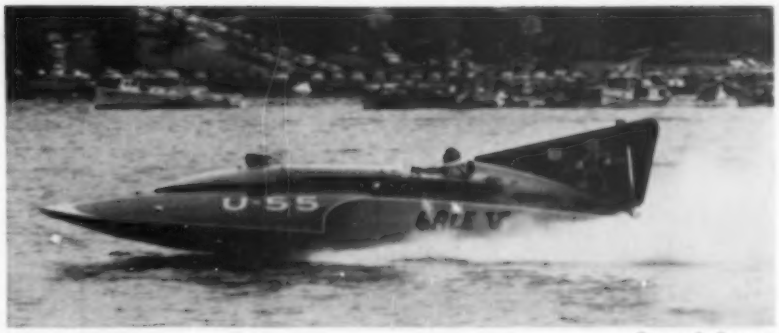
"Wild Bill" Holloway also relied on a Mercury-powered Swift hydro in class D. He is credited with consistent wins in his home region and won one heat at the class National championships.

The ubiquitous John Wehrle campaigned far and wide throughout the season with a pair of Jacoby hydro hulls, each driven by a Mercury motor. One running in A, the other in B, they both had fine records.

Unlimited Inboard Hydroplane—Results of the voting: *Gale V*—Joseph Schoenith, Detroit, Mich., Staudacher hull, Allison motor (11 votes); *Tempo VII*—Guy Lombardo, Freeport, N.Y., Staudacher hull, Allison motor (6).

Gale V, this year's choice as the unlimited hydroplane member of the "team," moves up from the second spot it held among the 1954 selectees. This Allison-powered craft, designed and built by Les Staudacher, copped high point honors for the class with a season total of 2,050. Owned and driven respectively by the father-son team of Joe and Lee Schoenith, *Gale V* reached her 1955 peak when she won the Gold Cup race at Seattle on Aug. 7. Although her margin of victory was a mere 4.536 secs., the Schoenith entry's win was no fluke as witness the fact that she set a new 90-mile Gold Cup race record.

Runner-up to *Gale V* for unlimited hydro honors, and the only other unlimited to receive a vote, was Guy Lombardo's *Tempo VII*. Another Staudacher-Allison combination, *Tempo* did not make her competitive debut until the Detroit Memorial on June 25. Taking a fourth in that event at the Motor City and capable of no better than a D.N.F. in the Gold Cup, Lombardo's challenger seemed to be cursed with new boat "bugs." But from that point on, things changed. Successive victories in the Silver Cup, President's Cup, International Cup and Governor's Cup brought her into second place in the season's high point scoring.



Carver & Swanson

Unlimited Inboard Hydro—"Gale V," Staudacher hull, Allison motor, Joseph Schoenith

Limited Inboard Hydroplane—"Southern Aire IV," Lauterbach hull and Crosley motor of F. C. Moor

Limited Inboard Hydroplane—Results of the voting: *Southern Aire IV*—48 cu. in.—F. C. Moor, Miami, Fla., Lauterbach hull, Crosley motor (7 votes); *Skippy*—135 cu. in.—John Corea, Dos Palos, Cal., Hallett hull, Ford motor (5); *Jerky*—136 cu. in.—Bob Boehm, Healdsburg, Cal., Hallett hull, Ford motor (2); *Miss De Soto*—7 litre—George Byers, Jr., Columbus, Ohio, Lauterbach hull, Byers Special motor (1); *Schizo*—48 cu. in.—J. D. Smith, Cincinnati, Ohio, Boatsmith hull, Crosley motor (1); *Sunshine Baby*—266 cu. in.—Ray Gassner, St. Petersburg, Fla., Lauterbach hull, Ford motor (1).

As might be expected from such a large category, voting for the top limited inboard hydro turned into a close race with many boats in "the running."

Winner by a narrow margin was F. C. Moor's 48 cu. in. *Southern Aire IV*. This little Crosley-powered Lauterbach hull was picked despite the fact that she is not the National Champion of the class, nor does she hold either record. By campaigning his craft far and wide and whipping more than his share of the competition, "Doc" Moor has apparently captured class high point honors, and clearly won the nod of our judges.

In a close second place came John Corea's 135 hydro *Skippy*, a Hallett hull with Ford motor. Corea ranged far from his native California to whip the nation's best in the 135 Nationals at Guntersville, Ala. Most remarkably, as one of our judges points out, "This boat has had four seasons of racing."

Outboard Hydroplane—Results of the voting: W. L. Tenney, Dayton, Ohio—Class B—Neal hull, Johnson motor (11 votes); Ward Angilley, Daly City, Cal.—Class C—Neal hull, Johnson motor (2); Bud Wiget, Concord, Cal.—Class F—Neal hull, Evinrude motor (2); Doug Creech, Charlotte, N.C.—Class A—Fillinger hull, Johnson motor (1); Orlando Torigiani, Bakersfield, Cal.—Class A—Fillinger hull, Johnson motor (1).

In a category that is increasing in regatta activity but waning in number of boats, our selectors swung overwhelmingly to one competing craft. That was the Johnson powered Neal hull that Bill Tenney campaigned in Class B outboard hydro racing. This outfit won the National Championship of the class and created a sensational new one mile record of 67.296 m.p.h.

Two boats tied for second among the "alcohol-burning" outboard hydros. The Johnson-Neal combination raced by Ward Angilley in class C dominated the competition during nearly every weekend of the season.

Bud Wiget's Evinrude powered Neal hull narrowly missed boosting the 5 mile record for F hydros due to a minor error in the course.

With one vote each were Doug Creech's Johnson-Fillinger combination that had a fine season of A hydro racing, and a similar outfit belonging to Orlando Torigiani which won the National Championship in class A.

Outboard Hydroplane—Neal hull and Johnson motor, William Tenney

The captain's gig was not a horse-drawn vehicle

THE ANCESTRY OF SEA TERMS

By GERSHOM BRADFORD

Drawings by Gordon Grant

SOME YEARS ago a salty lady from the State o' Maine brought out an entertaining book called "Sea Language Comes Ashore," showing how everyday English is flavored by the sea. In a reverse trend men from the fields and barns, in surprising numbers, have carried their shore terms aboard ship, where they became a major source from which many parts of a vessel found their names. As the farm is the antithesis of sea life, many men rushed from the monotony of chores ashore for adventure at sea and then, sooner or later, entertained the sailors' dream of going back to the farm. With this interplay of impulses, the language of each was shuffled back and forth.

So strong is the call of the sea that I have seen a former sailor, comfortably established ashore with home and family, so plagued with the pestering memory of a whaling voyage 20 years in the past that he threw up his seniority and struck out for blue water.

One of the best arrangements to meet these contending calls of the sailing days was worked out by a Down East family that owned a beautiful barkentine. When she occasionally would be seen entering Boston Harbor around 1900 her appearance attracted much favorable attention.

One voyage the father would be in command while the son worked the seacoast farm; the next, they exchanged places. In this way the opposing desires were happily gratified; just as farm work began to pall on the mind it was time to relieve the master of the barkentine. There is no doubt that in this family, sea language was brought ashore and farm terms went to sea.

Let us take a look about a ship and see how the tillers of the soil left their imprint alow and aloft:

We are first impressed by the frequency with which the early sailors enlisted their domestic animals to give names to different parts of the ship and her gear—the horse and his equipment leading all. Just why the iron rod set horizontally a few inches above and across the deck should be called a *horse* is not clear, but the ring of the sheet block travels along it and is called the *traveller*. Then there is the *martingale*-boom with its guys and stays, serving as a truss beneath the bowsprit and jib-boom. It quite clearly resembles the martingale that used to pass down between a horse's fore legs to the girth. When a vessel at anchor surges a few points to port and to starboard of the wind, she is said to be *horsing*. We *horse* in the oakum when it is driven hard in the seams and a *horsing iron* does the job. Old stories used to tell of the brass-bound *harness cask* which held the salt beef in current use. We may assume that the "salt horse" within the cask was somewhere the origin of the gag. Some used to say it contained all the horse but the harness.

Although the ropes under the yards are better known as footropes, earlier they were called *horses* and the short pendants that suspended the horses from the yards were known as *stirrups*. The short bight of footrope at the end of a yard, for the convenience of the seaman passing the earing when reefing topsails, was called the *flemish horse*. There are the *saddles* that support the heel of the jib-boom, or other booms; there are the *collars* of the shrouds and head stays. In the sail Navy the officer-of-the-deck stood on a small platform aft, called the *horse block*, where with speaking trumpet he shouted orders when tacking ship or at other maneuvers. It is quite clear that this name came from the granite block that once facilitated the less agile to mount the saddle.

Dead horse recalls a romantic custom of the old days of sea life. Sailors after being shipped for a deep water voyage were given an "advance" of a month's pay for a last night's carouse. So the first month at sea was spent in working up the so-called dead horse. When this desired point in the voyage was reached a celebration was held in which the effigy of a horse, having been hoisted to the yardarm, was lowered, burning, over the side. Then there is the less known term *horse market* often heard on the coast of New England; it is a race where the tidal currents of two or more bays meet in some confusion. A *colt* was a short rope's end in the hands of a mate or bo's'n, used as an incentive to faster movement in a lagging sailor. Skillful seamen formerly used to ornament a rope with *coach whipping* and mats plaited were called *coach work*. Everywhere are seen *bridles*, Y's of rope for many uses. The *bridle ports* were the forward ports of the gun deck of an old naval vessel.

The *dog* left his mark aboard ship by giving the name to the securing lugs of watertight doors as well as to the pawls of the windlass, but no doubt best known are the *dog watches*. There are several origins heard of this term but none too convincing, at least to me. When the topsails are reefed there is the surplus of leech known as the *dog's ear*;

the same name applies to the folding of the tarpaulin around the corner of a hatch coaming. What is now called a wind sock used to be the *dog vane*. A *doghouse* is the deck shelter of a modern yacht. During inclement weather, to save the polished brass work, a canvas hood was placed over the binnacle. In this was a flap in front of the helmsman called the *dog curtain*. The *dog stopper* was hinged at the top of an arched casting through which the anchor chain passed; by throwing this heavy metal plate aft, it stopped the outrunning chain. Those shoulders, either fashioned out of the mast itself or pieces bolted, that support the fore and aft trestle-trees which in turn support the top or crosstrees, are called *the hounds*.

The *dog shore* was an all-important member in the old ship-launching technique; it was the last to hold the vessel on the ways. When all was in readiness and the spectators waiting breathlessly, the dog shore was knocked out and away she went for the water—that is, the boss foreman so hoped. I am not persuaded that the bark-rigged vessel ever remotely got its name from a dog. Quite aptly when a general course is steered with an angle, it is known as a *dog's leg*.

Other animals of the farm have found a place at sea. There are the *catheads*. I have never heard a plausible origin of the name. Could it be that someone sometime saw an analogy to the watchfulness of the lookout "forrard"? I remember the reassuring calls following the half-hour bells of the night watches at sea, "Starboard cathead, a bright light, Sir," then from the other side, "Port cathead, a bright light, Sir," each reporting the running lights burning. In the ships of olden times in Europe a cat's head was carved at the end of the projecting timber that contained the sheaves of the *cat tackle*. It was not many years ago, between the wars that an ancient little Spanish bark with carved catheads, the *Guadalhorse*, called yearly at New York.

"Foot-hooks" were needed to climb the futtock shrouds

A sailor slept on his donkey's breakfast

I also recall the ominous cry to the uninitiated—"Release the *wildcat*," closely followed by the order, "Let go the anchor." This formidable name is given to that member of the windlass assembly over which the anchor chain passes; it is engaged to the steam power of the windlass to heave it in or disengaged to allow the chain to run out. The short booms that project at right angles to the bowsprit serving to spread the jib-booms guys and jib nets, have the name of *whisker booms* or *whiskers*. They are quite suggestive of a cat. A whiffle of wind in a calm is a *cat's paw*, as is the double twist in a rope making two bights to place over the hook of a block. There is the *catwalk*, an elevated structure connecting the bridge with other deck erections, allowing a passage above a wave-washed deck. The small apertures in the ship's bulwarks through which docking lines pass are called *cat holes*. In the days of hemp shrouds there were short lengths of rope fast to each shroud a short distance below the top; they were called *catharpins* and were for the purpose of frapping in the slack of the rigging. And, of course we have the *catboat*.

The bull came aboard peacefully enough with his name on a number of ropes. One is used to haul cargo from the wings of the 'tween decks. Another *bull rope* is led from the bowsprit to a mooring buoy to prevent the ship riding up on the buoy and marring the paintwork of the bows. There is the obvious similarity to the controlling staff in the hands of the farmer, that is fast to the ring in the bull's nose. The term *bull's eye* is given to the innocuous ring of lignum vitae through which lines, for various purposes, are led. The hitch in the lanyard leading through the deadeyes of the lower shrouds is sometimes called a *cow hitch*.

An iceberg *calves* when a "growler" breaks away from the main mass. Projecting aft from the blade of the rudder used to be a sort of reverse tiller with chains led up to the quarters. This was known as the *rudder horn* and was in readiness should the rudder head carry away—the first step towards a jury rig. Cattle horns actually went to sea as part of a sailor's equipment long ago; they were used as receptacles for grease when rattling down the rigging. In the West Indies I once shipped a remarkable appearing seaman; while he no doubt was a mixture of bloods, he looked like an Indian. In his ear was a gold ring and at his waist a wide belt with a sheath knife and a cattle horn of grease.

Swine have found a place aboard ship, besides furnishing the crew with salt pork. A vessel is *hogged* when she loses longitudinal strength and the bow and stern fall below the normal deck line. The fore and aft truss on the upper

(*Continued on page* 226)

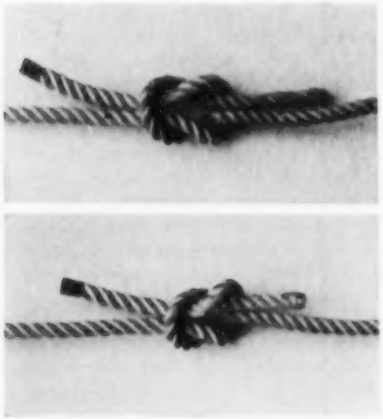
USEFUL KNOTS AND HITCHES

By W. H. deFONTAINE

The figure eight, a useful stopper

FANCY KNOTS and hitches can be a lot of fun but most of them are useful principally to impress the beholder with your superior knowledge. Shown on these pages are only the basic work-a-day knots and hitches (excepting the granny) that a yachtsman should know in order to be able adequately to handle the lines aboard a boat.

Knots and hitches fall into four classes; first and simplest, the stopper knots, used, as their name implies, to stop a rope from running out through a block. Most useful of these is the FIGURE EIGHT KNOT, shown above in two stages—loose and tight. Like all good knots it is relatively easy to tie and to untie—and the untying can be as important as the tying. A hard-to-untie knot can be not only a nuisance but downright dangerous under some circumstances.

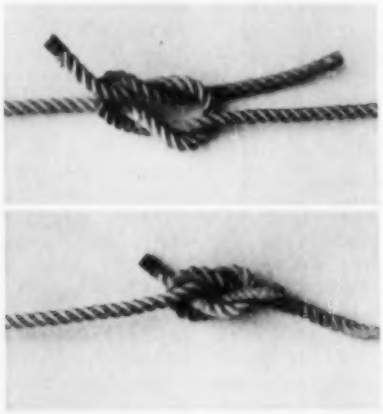


The second category is for joining two pieces of line. Here we show the SQUARE OR REEF KNOT, the GRANNY (as a horrible example of a hard-to-untie, never-to-be-used knot), the BOW—OR SLIP REEF—KNOT and the SHEET BEND. The latter is recommended for joining rope of different sizes. It is also useful in joining towing lines or anchor rodes when necessary to lengthen them.

The square knot, in square rig days, was used to tie in reefs—hence its second name—but the bow is a much better knot for the purpose in yachts of all sizes from dinghies to ocean racers, principally because it is so much easier to untie.

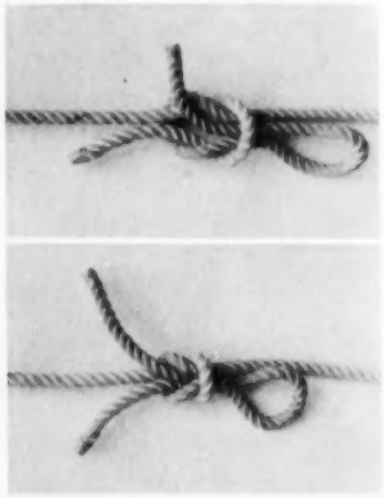
The third class of knot is for making a temporary non-slip eye or loop, and the BOWLINE is the best, most useful and the only one the yachtsman need know. It is worthwhile to practice making this knot until you can do it in a hurry. It often happens, when coming alongside, that a quick loop is needed for tying up and under such conditions the ability to tie a fast bowline is a real help to keep you out of trouble. The small cut shows how the bowline is untied by rocking back the end loop onto the standing part. (The standing part is the working or main part of the rope.) This loosens up the latter so it can be slipped through the loop as shown in the second picture.

Since it is so important to be able to tie the bowline quickly, perhaps a description of the method I have used over the years will be in order. Cap'n Billy Shepherd of Deer Isle, Maine, who taught me a great deal of what I know about seamanship—and a grand teacher he was—showed me this way to tie a bowline:



The square (or reef) knot, left. Above, the granny, the black sheep of the knot family

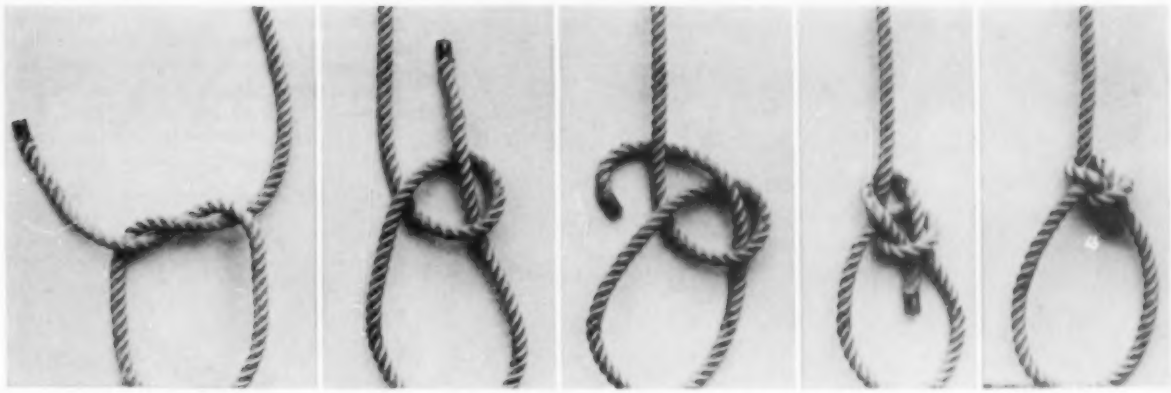
Hold both hands with palms up. Take the standing part of rope in your left hand at about the point where the knot will be formed. With the right hand seize the rope about 6″ or more (depending on the size of the rope) from its end. Now turn both hands over so the thumbs are toward each other and with the right hand pass the end over and around the standing part (first picture). At this point a slight twist of both wrists will form a loop in the standing part as shown in the second picture. The thumb and index finger of the right holds the loop while the other three fingers hold the rope end. At the same time the left thumb and first and second fingers clamp onto the loop where it crosses the standing part. Continue to hold the loop thus with the left hand but let go of it with the right, seizing the rope end instead and passing it around behind the standing part (third picture) and down through the loop (fourth picture). A final pull all around tightens up the knot. But it isn't necessary to set it up very hard; it sets itself up as soon as a strain comes on it. Don't leave the end too short; it should



The bow or slip reef knot. Most useful for reefing

protrude two or three inches in ½″ rope—other sizes in proportion.

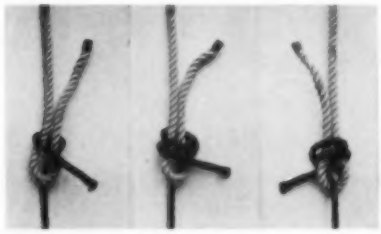
With a little practice you should be able to tie a bowline in seconds. There is an old Coast Guard story I have heard told of how a hard bitten chief bos'un, in the process of rescuing a man over-



Above, the useful bowline and below, center, how it is untied

board, grabbed the end of a piece of rope and leaped over the side. By the time he hit the water he had passed the rope around his waist and tied in a bowline. Evidently he had tied one so often that it had become practically a reflex action with him. A pretty useful accomplishment in a tight spot.

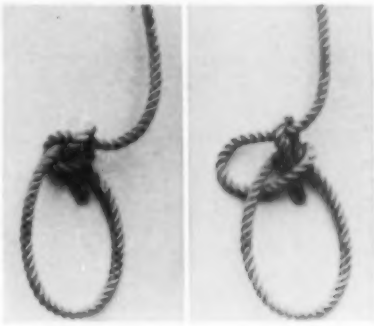
The fourth type of knot is for use where a line is secured to some fixed object such as ring or the head board or clew cringle of a sail, etc. These are



The sheet bend. First and second stages at left, rear view at right

classed as hitches or bends. Shown first is the ROLLING HITCH—an extremely useful one, and easy to make. The cuts show how to secure a small line to a larger fixed one. Observe that the second round turn lays on top of the first. It serves for securing dinghy painters to life lines, shrouds, etc. and, when tied the other way up, is an excellent hitch for securing a flag halvard to a shroud. Properly tied, it will not slip and for this reason it is particularly useful where a watch tackle or handy billy has to be secured to a rope to help stretch or tighten it. As setting up shrouds when rigged with dead eyes, for example. It can be adjusted for length by simply pushing along the shroud in the direction opposite to the pull on its own standing part. It will also work well on rail stanchions or other slippery fittings. In fact its uses seem to be innumerable.

For making fast to an anchor ring, recommended as most reliable is the FISHERMAN'S BEND OF ANCHOR BEND.

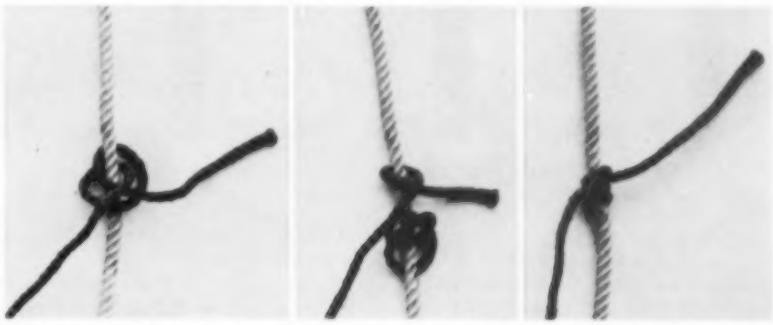


After passing the running end beneath the loop (second picture) it can be secured to the standing part either by putting in a half hitch (third picture) or by clapping on a seizing with a length of marline (fourth picture).

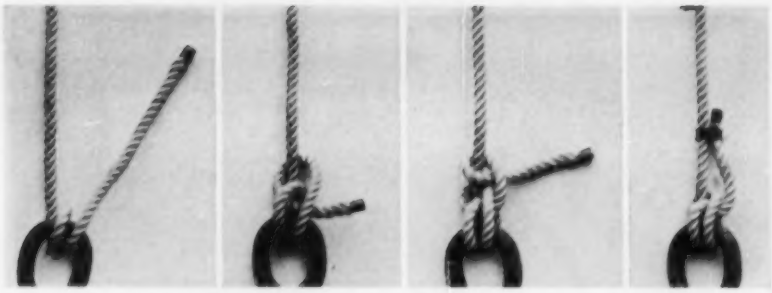
When it comes to securing a halyard or sheet to the head or clew of a sail there is, in my judgment, no hitch superior to the BUNTLINE HITCH. Properly made, it will never fail and it is easy to tie and to untie. There are numerous other places where it will be found appropriate. It is little tricky to get on to: really it is an upside down clove hitch. Practice it until you have it down cold.

For making fast a dock line to a bollard or an anchor rode to a samson post the TOW BOAT HITCH is a very useful one to use. In addition to its unfailing holding power it has the great virtue of being easy to cast off no matter how much strain may be on the line. There is nothing to jam (if the final half hitch is not set up too tight) so, even when soaking wet, it will come undone easily. It can be passed around the bollard or post any number of times, although only three are shown in the picture. And if sufficient turns are made there is really no need at all to tuck the last one into a half hitch: The weight of the rope alone will then be sufficient to hold it. This hitch is used by Irving Johnson aboard the *Yankee,* and he taught it to me.

When I was a kid on Long Island's Great South Bay I was taught to call the CLOVE HITCH a HALF HITCH; and from what I hear it is still so miscalled by some in these days in those parts. Although it was universally used there for making painters fast to dock piles, this hitch has a characteristic that really makes it unsuitable for that purpose, except temporarily and in dry and moderate weather: It jambs so tight under strain, or when wet, that it cannot be cast off. Its particular usefulness aboard a yacht is for rigging lifelines to shrouds or fittings like rail stanchions, or for like service where the knot is is more or less permanent. In square rig



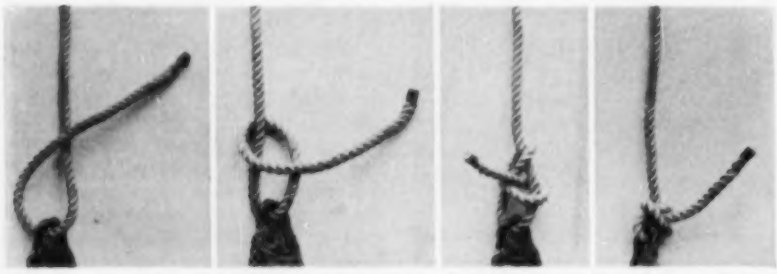
The rolling hitch is tricky to tie correctly. Note the second round turn: It lies above the first one. The final half hitch secures the end



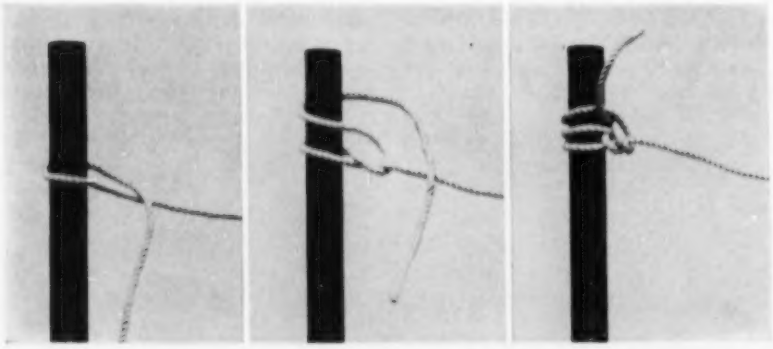
The anchor, or fisherman's, bend is easy to make and holds securely

days, for example, the clove hitch was used to secure the ratlines to the shrouds and you can be sure one reason was that it would not easily come untied. Its greatest virtue lies in the fact that it is easy to tie and hard to untie when really set up.

As a quick hitch for securing a painter to a pile or a rail stanchion the ROUND TURN AND TWO HALF HITCHES is much to be preferred to the simple clove hitch because its holding power is as great, or greater, yet it can be cast off at will. (Incidentally, two half hitches and a clove hitch are the same thing.) Its the round turn that prevents this hitch from jambing—and the two half hitches on the standing part should not be set up too tight. If they are, and they get wet, this hitch, too, can be hard to untie.



The buntline hitch is handy for securing halyards and sheets to cringles. It doesn't slip like the sheet bend



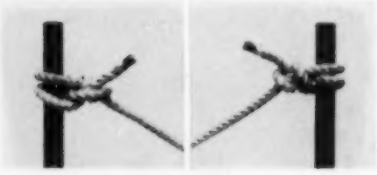
Even under heavy strain the towboat hitch can be easily cast off

Here is a little trick that I invented (at least I think I invented this one): When coiling a piece of line which is to be put away or hung up for future use—docking lines, spinnaker sheets, spare lines, etc.—put the two ends of the line together and begin coiling from that part. You will wind up with a loop which should be left long enough to pass several times around the coil and then the bitter end of the loop can be passed through the coil. This provides a nice small loop for hanging up the rope and also halves the time it takes to make the coil, because you are coiling the rope double. Of course this is no good for coiling halyards, sheets or other cleated lines—only those to be put away.

While on the subject of rope, it may be worthwhile mentioning the instructions put out by rope makers on how to prevent new rope from kinking. This assumes that you are beginning to uncoil a new coil—one which has not previously been started wrong. First, find the bitter end of the rope in the center of the coil. Turn the coil so that this end is on the bottom. Do not remove the burlap in which the coil is wrapped but reach down inside the coil and cut out all the lashings which secure it. This leaves the rope free to uncoil. Now reach down through the eye of the coil to the end which is against the floor and pull this end up to the top. If you have followed these instructions carefully you should be able to uncoil the rope without causing it to kink—nor will it ever kink in use. If you have ever wrestled with an improperly uncoiled piece of rope, feeling like the famous statue of Laocoon and the serpents, you know what I mean. I will never forget one dark and stormy night in Brenton's Cove, aboard the Norris Pierson's *Old Salt*, when we wanted to put out some extra rode and found the new 1½" rope the skipper had just brought aboard to be a solid mass of twists and kinks. Literally, it took hours to straighten out the mess. Here again is a situation which might get you in a tight spot. Learn the right way to handle rope—it can save you a lot of trouble.

(*Continued on page* 212)

Because it tends to jamb, the clove hitch is better as a permanent than as a temporary attachment



For securing a painter the round turn and clove hitch is excellent

"DEPARTURE"

L.o.a., 40'6"	*L.w.l., 29'0"*
Beam, 10'1"	*Draft, 6'0"*
S.A., 684 ft.	*CCA rating 28.8*

Fortier photos

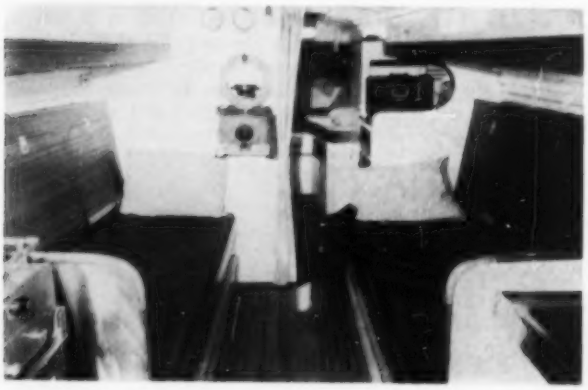
EDMUND S. KELLY, JR., of Plymouth, owner of *Departure II* is enthusiastic about the new Hinckley-built Owens cutter which replaces his former yacht of the same class, a victim of hurricane Carol. Of top construction, the new boat is double planked of cedar and mahogany, is equipped with bronze floors and engine bed, laid teak deck and has a teak and holly cabin sole. Hardware is by Merriman and the South Coast Co. For comfort she has hot and cold running water, an electric toilet and a 12-volt electric system. Her galley is equipped with stainless steel counters and ice box and a Maxim coal stove with an alcohol auxiliary. Tankage is for 80 gallons of water and 35 of gasoline.

While her measured sail area is 684 feet, her rated area is 817.7 feet. Her ballast ratio is a conservative .338 per cent and she rates 28.8 under the Cruising Club of America Rule.

"Departure II" reels off the knots closehauled with a fresh breeze

For a boat of her size the cabin is unusually spacious

Her uncluttered foredeck, above, and roomy cockpit, below



"OH DEAR, OH DEAR, THEM ENGINES!"

By ALEX W. MOFFAT

Drawings by Darrell McClure

THE YEAR WAS 1910. The dory in which for years the old man had tended his lobster traps by oar power now boasted a single cylinder Knox two-cycle engine, 300 pounds of iron, at the moment inanimate. For the twentieth time he pulled the spring-loaded handle from the face of the flywheel, rocked it back and forth against compression and gained enough momentum to heave it up until the ignitor tripped. The handle snapped back into the flywheel with a clang. The engine continued to stare back at him in supercilious silence.

"Oh dear, Oh dear," he murmured mildly, "What'd we ever do without them engines!"

Men who earned their livelihood on the sea learned to get dependable service from the early two-cycle engines. If they failed to start after the first priming through the petcock in the cylinder head, only two things could be wrong. Either there was no spark or they were flooded. The spark was tested by removing the single wire connected to the insulated pole of the make-and-break ignitor. If, when the end of the this wire was touched to the engine elsewhere, a visible spark resulted, it showed that there was juice left in the dry cells and that the ground wire from batteries to engine base was still in place. With current assured, the trouble could only be "the points," i.e., the movable arm of the ignitor did not separate the points within the cylinder in a manner to cause the spark to occur at the right time. Correcting this situation was purely trial and error.

Current was usually provided by four dry cells. Sometimes they ran out of juice at an awkward time, and unless a set of fresh spares was carried you were out of luck. This happened to me one foggy day in Penobscot Bay. I recalled that someone had said that if you drove nail holes in exhausted dry cells and soaked them overboard in salt water for a few minutes they would revive enough to get you home. They did. Don't ask me why. There were many old wives' tales connected with the little-understood mysteries of why engines ran at all.

If the spark was functioning, failure to start usually spelled flooding, corrected by closing the needle valve tight, opening the priming petcock, and cranking a couple of hundred pounds of flywheel until she fired once. When the petcock was then closed she usually started on the next swing of the handle, firing every other stroke ("four-cycling" it was called) until the accumulated gas in the crankcase was used up. The trick was to open the needle valve the right amount progressively before she stopped.

As most of the early two-cycle engines were directly connected to the propeller shaft, without benefit of clutch or reverse gear, when the engine started so did the boat. As the engine ran equally well in either direction it was never certain which way she was going to "catch." The lone operator had to be prepared for prompt evasive action in either direction.

Vibration was minimized by the weight of the flywheeel. Counterbalancing of reciprocating parts came years later. A flywheel heavy enough to make several revolutions after the switch was cut had the added advantage of enabling the operator to reverse the engine by throwing in the switch at the split second before the flywheel came to rest. The skill with which an experienced hand could accomplish this was a delight to watch. The launchman at the Corinthian Y.C. in Marblehead handled a one-cylinder Lathrop on the switch right up until 1940, never touching paint when he reversed to a stop alongside the most fragile craft.

The best known of the early two-cycles were the Lathrop, Palmer and Bridgeport engines, respected the world over. Their reliability was due to simplicity of design which enabled almost anyone to learn to operate them successfully. One of the best, mostly used on fresh water, was built by the Fay & Bowen Engine Co. for the successful stock launches of their own construction. Silence in these boats was accomplished by exhausting under water, back pressure ignored. Fay & Bowen engines were not reversible. They were equipped with a hollow propeller shaft in which a rod actuated variable-pitch blades with which reversing was accomplished, just as in modern airplane practice. As there was no positive neutral position, when the engine was started the boat would "creep" like a Model T on a cold morning.

Not many two-cycle engines were built with more than two cylinders. The maximum size cylinder developed about 10 horsepower. To swing the flywheel on one of these monsters separated the men from the boys. If there were more than two cylinders it was necessary to haul the flywheel over against compression.

Cylinders were cast separately, the crankshaft bearings lubricated by grease cups located between the cylinders and on the end bearings. The grease provided the only seal against blowing out crankcase compression. A glass oil cup on each cylinder dripped so many drops a minute through a sight feed to lubricate the piston. A pick-up pin on each connecting rod bearing presumably dipped enough oil to lubricate the crank and to provide a carom shot to the wrist pin. Before the advent of pressure lubrication, tolerances were more than ample, to the extent that a bearing knock was considered normal. Only on four-cycle engines which had no crankcase compression were multiple drip oilers used, with copper tubes leading to the points to be lubricated.

In 1909 the ultimate in two-cycle engine design, if one may call the ultimate the inclusion of every complication and source of trouble which had been invented up to that time, was a certain Smalley racing engine. This one was installed in a wedge-shaped hull 25 feet long with maximum beam—42 inches—at the stern transom. This, mind you, was before hulls were designed to plane, and this one was said to be the first boat to make more miles per hour than she measured feet in length. She had been shipped from Michigan to Lake George for a certain race. Race boat owners in those days were usually interested only in betting on the result, not in riding their mounts. In this instance I accepted the job of jockey.

This Smalley was installed amidships, the forward or flywheel end at a point where the beam was about 30 inches. The other end was connected to the propeller shaft without benefit of clutch or reverse gear. The cylinders were cast individually, six of them, five-inch bore by five-inch stroke,

"Miss Baker" has worn out seven engines in her 55 years

"As the engine ran equally well in either direction it was never certain which way she was going to 'catch'"

each with four spark plugs fed by festoons of high tension cables from two dual Bosch magnetos. The cylinders were ported in pairs to provide three manifolds served by three Schebler carburetors. On the other side of the engine there was a similar carburetor on the base of each cylinder, making nine carburetors in all. Separate throttle rods controlled the two-port and three-port systems. No deck or hatch protected this contraption from water. Even without such hindrance, the lone operator had only a sporting chance of getting from the starting end of the engine back to the controls and the steering seat before the boat took charge and/or capsized. The hull was as cranky as a canoe.

Less than an hour before the start of the race the boat was floated off her shipping cradle. With what I now regard as extraordinary foresight in one so young, I arranged to have a slip line from the stern to the dock before commencing starting operations. When everything was set I lowered myself gingerly to the narrow thwart forward of the engine, legs either side of the machinery, and grasped the rim of the flywheel. It was now 10 minutes before starting time, the other five contestants jockeying near the line.

The engine started on the first pull-over, to the staccato din of six open exhaust ports. The boat lunged against the leash while I perilously straddled my way back to the steering seat, yelling, to the friend tending the line, "Wait! Wait!" Firmly settled at the wheel I switched to the magnetos and edged open a handful of throttles. That was when the stern cleat parted company from the deck. In a magnificent surge of power I found myself traveling at incredible speed between two bow waves higher than my head which reduced visibility to straight ahead. Throttling down caused the engine to skip so badly that I knew it would soon die from flooding with no time to get it started again. The only solution was to keep going at full speed for a flying start.

The other boats, more fortunate than I, were equipped with clutches. They took the gun from a standing start. A moment later I came charging over the line at 25 knots, almost drowning two of the boats with my bow waves. That was the last I saw of any of them on that Nantucket sleigh ride, in which we crossed the finish line a mile ahead of the nearest boat. Then the engine quit cold. The race was 10 miles; the gas tank, which held 20 gallons, was dry. That was my first and last experience with a Smalley.

During the next 40 years the two-cycle marine engine gradually yielded place to the four-cycle, which came to stay. The early four-cycle engines were heavy, slow-turning affairs, most of them T-head with cylinders cast individually or in pairs. Names that come to mind are Ailsa Craig, Murray & Tregurtha, Standard, Sterling, Palmer, Lathrop, Wolverine Ralaco, Regal, Red Wing, Kahlenberg, Wisconsin, Holmes and Stearns. There was also a one-cylinder Fisherman advertised as the one-wrench engine—no screw driver needed. The larger models of the Standard, and the Holmes which were built specifically for the Coast Guard to power the famous non-capsizable, non-sinkable Holmes lifeboat, were the only open-base engines. Their design was not unlike that of a reciprocating steam engine.

One highly successful two-cycle inboard engine is in quantity production today. To be sure, it is a diesel and a far cry from the vintage two-cycle gas engines. Its builder is General Motors and it was born in time to power thousands of landing craft in World War II. The most familiar model is the "6-71" which today probably powers more diesel yachts of up to 75 feet than all other makes of diesel engines put together. Flexibility and control at idling speeds, which were never attained in two-cycle gas engines, have been conquered in the two-cycle diesel. Thus today the two-cycle principle triumphantly survives, in these diesels and in a few million up-to-date outboard motors.

Before the advent of electric starting the early four-cycle engines were started by a detachable hand crank or a starting bar. The latter was sometimes fitted with a yoke and ratchet which fitted over a toothed wheel on the end of the crankshaft. More often the bar was simply thrust into a shallow hole in the rim of the flywheel. In any event, if the engine kicked back the starting bar was a lethal instrument. Most of the engines had jump spark ignition. If the spark was not fully retarded whenever the bar was engaged a kickback could crush a hand, or sometimes even hurl the bar through the side of the hull.

In this era a great advance in safety was a coil produced by Atwater Kent. The engine was cranked over against compression with the switch off. Then the bar was removed and a push button on the coil fired the cylinder in which the charge was ready. If all the cylinders had been primed this insured sure-fire starting. A big three-cylinder Regal I once owned would hold its compression for two or three hours after it was stopped. Within this period the Atwater Kent button was as reliable as a modern self-starter.

Dampness was the source of most high tension ignition troubles. Coils, high tension wires and distributor heads were equally susceptible. Current was frequently short circuited before it reached the spark plug, or got through with too weak a spark to fire under compression. It was not an unusual experience to sit down on a damp transom, throw on the switch and give a reasonable imitation of a man in the electric chair without benefit of confining straps, arrested by the head coming in sharp contact with the overhead.

Engines in daily use in work boats had less trouble in this respect than engines in pleasure craft because the cylinders held enough heat to keep the wiring dry. High tension wires and distributor heads were the items most susceptible to dampness. To dry them out it was sometimes necessary to wet them with sulphuric ether. It was, of course, asking for an explosion to turn on any current until the ether had thoroughly evaporated, but at least the dampness was removed.

The Bosch magnetic plug solved the problem of wet ignition. Fed by a low tension wire, it took the place of the ordinary spark plug in the cylinder. Integral in the magnetic plug was a coil and two points which separated magnetically to cause the spark when the secondary current reached the plug from the distributor. This had all the advantages of the old make-and-break system of the two-cycle era. It was a fortunate thing that most of the Standard engines installed in the World War I Subchasers were so equipped. I have seen times when bilge water reached the open crankcase of these engines, when the cranks threw an emulsion of bilge water, lubricating oil and battery acid all over the engine room, without interruption to the ignition.

There were three of these Standard engines in each Subchaser. They were air-starting and air-reversing, directly connected to the propeller shafts. They had six individually cast cylinders of 10 inch bore by 11 inch stroke, rated at 220 horsepower at 400 revolutions per minute. The propellers were 42 inches in diameter with 63 inch pitch. Although these engines had troubles aplenty from inadequate lubrication, from electrolysis and from air leaks and water leaks, they were really remarkable performers considering that they were in the hands of boys who had had no previous experience with machinery of this type.

"That was when the stern cleat parted company from the deck"

A book published just after World War I by the Standard Motor Construction Co., to extoll the performance of the U.S. Subchasers and the British M.Ls, which were equipped with these engines, is titled "The Cinderellas of the Fleet." A couple of paragraphs, quoted herewith, are indicative of the complications with which the boys had to cope.

"It was the air starting and reversing feature of the Standard engine which, more than any other thing, made for the success of the Chasers. The manipulation of a small hand lever was sufficient to start the huge motors in either direction. To reverse the direction of rotation the cams were shifted by means of another small lever and the air applied just as in starting previously, although this was seldom necessary because of the fact that in almost every case the motors reverse on the spark alone.

"And then there was the vacuum-controlled vaporizer which was designed to regulate automatically the mixture of gasoline and air at all engine speeds by means of a shutter which swings over the sprayer nozzles, uncovering just the right number for any condition of running. The external circulating water system, the make-and-break ignition, the easy accessibility of the parts and their sturdy design also were points to which may be attributed the success of the engines."

It took a seven-man black gang to keep two out of three of the engines in operating condition by cannibalizing the third, but keep them running they did!

By contrast the manufacturer of the modern gasoline engine has been forced to develop a piece of machinery that is well nigh foolproof. He must assume that, if the engine starts at the touch of a button and continues to run, the average operator cannot be counted on even to look at it until it makes funny sounds or stops. Instant push-button starting, automatic spark advance, full force feed lubrication to all points, waterproof ignition—all these are taken for granted.

Moreover, the engine must be compact enough to be installed in an inaccessible location, have a high power-for-weight ratio, and be so balanced, statically and dynamically, as to be practically vibrationless. The marine engine is expected to work at full load whenever it is running, a condition which no automobile engine is asked to meet. Today, almost any marine engine which has survived competition will give reliable service if properly installed and adequately lubricated. What a long and difficult engineering road these manufacturers have traveled!

To return to our nostalgia, in the early days most gasoline tanks were copper. It was unthinkable to use gasoline which had not been strained through a chamois to remove the water and dirt. A good thing, too, when one took a look at the gunk that remained in the chamois. This procedure took the place of a strainer on the line. While the gasiline commercially obtainable was supposed to be "high test," the early two-cycle engines were not unwilling to run on anything that was combustible.

I once borrowed a launch with a little one-cylinder, two-cycle Palmer. A mile from port we ran out of gas. Rummaging in the locker I fiund a quart can of brass polish, rusty with age, which had never been opened. The carburetor was a Schebler, Model D, with a removable cap over tse float valve. Careful nit to disturb the solids in the bottom, I filled the float chamber with the liquid in the top of the can. It smelled terrible, but whatever it was the engine started readily, in fact ran with more than its former pep. Successive fillings brought us back to port before reaching the level if the solids in the can. I never learned what the stuff was.

Tool lockers in the early launches were of necessity well equipped for voyage repairs. An adequate kit of tiols consisted of an adjustable wrench, a pair of cutting pliers and a screw driver. Spare parts were usually an extra coil, four new dry cells and a set of points, or a spark plug or two. For the rest, a bit of corset steel for the ignitor trip, an old screen door spring, a length of baling wire, friction tape, a bit of emery paper, a ball of marline and a piece of soap for gasoline leaks rounded out the equipment. There was always a rusty can of hard grease.

While we are weeping in our beer, it seems appropriate to mention a certain boat remarkable in that she has spanned the era of the development of the marine gasoline engine

(*Continued on page* 232)

Rosenfeld

"Mad Marlin," a sea skiff to delight the heart of a sport fisherman

Eveleth

Stopping the spinnaker aboard "Brilliant"

"YACHTSMEN ALL"

deFontaine

Putting on sail covers aboard "Cotton Blossom"

Hitchcock

Stock utilities racing on the Colorado River

Lambert-Lewis

Angler's Club, a Key Largo fisherman's haven

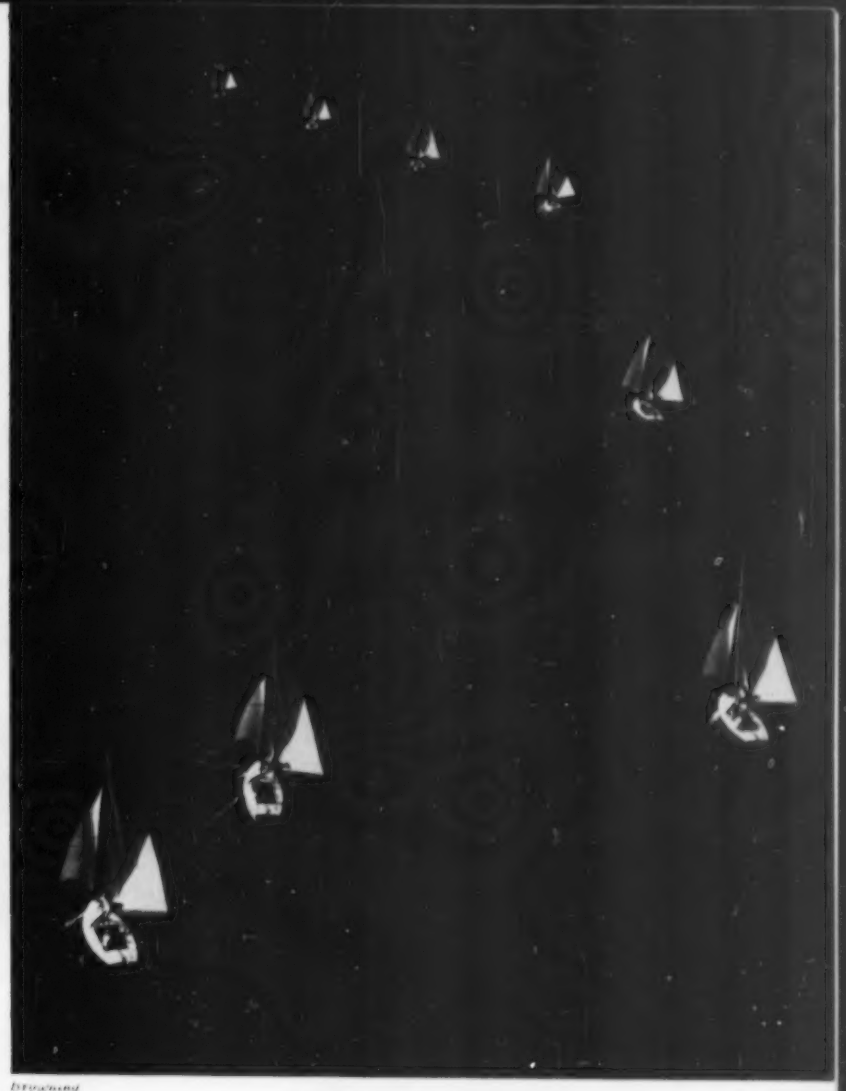
Hepburn

Lazing along off Nassau

Power and sail on Florida's Biscayne Bay

Rosenfeld

Pequot Y.C. fleet going out to the start



Drooning

Sail pattern on Galveston Bay

Eveleth

Warren

Tense moment—Chesapeake Bay racing

Johnson

Concentration, no fooling

Mitchell

What the well dressed yachtsman wears

Mitchell

Rost-Lewis

DE CARDENAS DEFENDS HIS STAR WORLD TITLE

Cubans Clean Up as Champion's Son Jorge Takes Series Second

By CHARLES E. LUCKE, JR.

Charlie Cardenas, Sr. and Jr., with the Star trophy they defended (above). One of the starts (right) off the Habana Y.C.

THERE WAS NO DOUBT about the Cubans being the best Star sailors at the 33rd annual World Championship of the International Star Class Y.R.A. at Havana in late November. Defending champion Charlie de Cardenas won his second consecutive Gold Star by four points in the five race series over his son Jorge, while a whopping 19 points behind was third-place skipper Bill Gentzlinger of Huntington Bay, in his first title attempt.

Ten nations were represented in the 37-boat fleet to make it the most truly international event held by the Star Class in the Western Hemisphere. The quality of competition was tops, Gold Stars present being de Cardenas (1954), Cdr. Agostino Straulino of the Italian Navy (1953 and '52), Skip Etchells (1951) and Walter von Hutschler (1939 and 1938). Silver Star sailors were Bill Lyon of Atlantic Highlands, Dick Stearns of Chicago, North American champ Jorge de Cardenas, Ding Schoonmaker and Harold Halsted. Blue Stars showed on the sails of Gentzlinger, Cal Hadden from New Orleans, Gary Comer from Jackson Park, Ill., Bill Ficker from Newport Harbor and Duarte Bello from Portugal. For the Cubans to have creamed such a fleet is little short of amazing, but they did.

The series was characterized by heavy breezes, jolting seas, no protests, crisp sailing around the marks, no recalls and that fabulous Cuban hospitality. Never were so many partied so much. The starting lines and courses were perfect. It was a series that in every respect will be hard to match as to activities ashore and afloat. The way the Cubans set and held their locations, with the floating marks they have to use because of the depth of the water, was amazing.

There was a light northerly for the opener over a windward and leeward course, twice around for 10 miles. In the somewhat fluky going up wind Read S. Ruggles of Biscayne Bay worked into a nice lead over John Todd, one of Chesapeake's best windhunters. They rounded the mark in that order ahead of Philippe Chancerel of France. Downwind Straulino passed Chancerel. On the second beat Ruggles held Todd and Straulino slipped astern of Chancerel. After leading most of the race Ruggles could not hold Todd on the final run in the freshening breeze and mounting sea and the Oxford skipper won his first world championship race, followed by Ruggles, Chancerel, Straulino and Charlie de Cardenas.

"Kurush V" coasting down the Gulf Stream seas to her victory

Veit photos

Things were more rugged the second day as an 18-mile northeaster whipped up a chop in which many of the skippers could not get their boats to move. But the Cubans did, in a race which was father and son most of the way. Jorge de Cardenas early worked out over the windward-leeward course on the first beat with Ficker and Gentzlinger his closest competition. At the weather mark Charlie de Cardenas was fourth.

(*Continued on page* 240)

Benjamin

Old Fort Mackinac looks southeastward over the harbor from the bluffs

MACKINAW! NOT MACKINAC

By T. G. RICHARDS

MACKINAW, not Mackinac, is the proper pronunciation." Thus the old timers scornfully chide the growing numbers of youthful yachtsmen who understandably pronounce it as spelled. Both pronunciations are supported among educated speakers, but the old time Mackinac sailors still cling to their pronunciation which they first heard used by the islanders.

To most yachtsmen, either pronunciation swiftly recalls impressions and emotions, often conflicting, indelibly imprinted by the circumstances of their origin—the blunt boldness of the island's dark outline high against the blue sky, its illusive vagueness in the mist at dawn, the still hanging fog at night, its silence shattered in deep measured blasts of the foghorn, roaring up the steep slopes to old Fort Mackinac from Round Island Passage. Or the cabled channel buoys habitually winking at the unresponsive deck lights on the long ore boats sliding by in silent succession, their white bow waves hissing a gentle protest against the blunt bows. Or Mackinac Island light, silent sentinel under the western slope, wiggling its green shape in the dark still water at the car ferries from St. Ignace.

To some it's the strength of the turbulent straits, sweeping east under the burden of the westerlies, a boon to the Chicago-Mackinac racers in July running to the finish line under straining gear and bloated canvas, but a relentless, pounding thrash to windward on the way home.

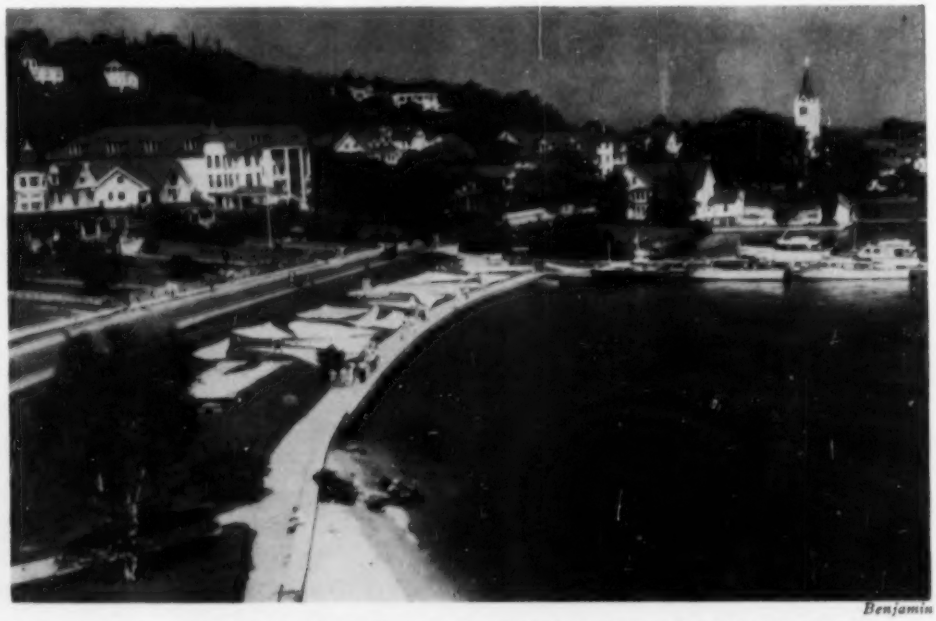
To a few yachtsmen who have flown in the area during the winter, the name recalls its white deadness, snow patches against the darkened pines, boarded houses outlining sleigh-rutted winding roads, the restless little island steamers nestling behind their high bows along the dock, their saucy blasts and black smoke gone for the season.

Those who have been there then recall the lonely vastness of the ice, shelving down to 15 feet in places, at times resisting even the powerful thrusts of the car ferries which fight their wintry way across the straits from St. Ignace on the northern shore to Mackinaw City on the south. You will soon be able to use one of the largest suspension bridges ever engineered which is being constructed across the Straits of Mackinaw City to St. Ignace. The central span alone will be 3600 feet long, the total distance being bridged is four miles!

Perhaps the most common recollection of Mackinac Island is the view approaching from the west (Follow U.S. Chart 60 and stay south of both North and South Graham shoal B-3 FL.G. and B-1 FLW) then the white colonaded veranda of the Grand Hotel, midway up the southwestern slope of the island stands out—brilliant against the dark green wooded background.

The hotel's colonial architecture, beautifully landscaped gardens, and oddly shaped swimming pool linger long in memory, as do the livery men attired in characteristic dress atop the carriages and carry-alls. They do a lively business as the walk from the docks is long and all uphill.

When approaching from the east, old Fort Mackinac dignified and mute in its white painted splendor on top of the bluff to the north of the harbor recalls the early strategic value of the island's location.



Benjamin

Drying sails pattern the lawns by the state-owned yacht dock. Mackinac Island Y.C. is across the road

View of the harbor showing the yacht dock (top), two steamer docks (center), and fort (top, left). The island is a jumping off spot for short cruises to Les Cheneaux and adjacent islands, or eastward to North Channel and beyond

Abrams Aerial Survey

These are but a few of the impressions Mackinac's name recalls. It is rich in history, beauty and tradition. Mackinac satisfies whatever one's interest may be. Its commanding view of the straits looking either west to Michigan or east toward Huron gave it a strategic position, quickly capitalized by the first who ventured by in the early struggle toward the west. Slender narrow canoes then, and solitary figures bent in long sweeps of the paddle, too soon to be replaced by the stubby, broad beamed sailing ships of the white man. Then the cold hand of commerce stretched out greedy fingers to the far corners of the Lakes and now the long steel ships, longer every year, keep their relentless schedules, piling up record on record in bulk cargoes, loading and unloading time, and length of operating season. Imagine loading 15,000 tons in a few hours! They crowd the harbors and streamer lanes around the Lakes and take away some of the beauty that was there before, no matter how necessary they may be. But they pass Mackinac by—no commercial harbor there nor need for one. Only a stone's throw off shore, they push their huge hulls on, bound for loading or unloading docks in Superior, Huron, Erie, Ontario or Michigan.

No automobiles are permitted on the island. Recall any place which has been spoiled by the invasion of the automobile and rushing throngs of tourists and imagine it as it might be without them. Presto! No hurrying, thronging tourists, no honking horns, squealing brakes, double barreled exhausts, and glaring headlines of accidents. A restful peace and quiet prevails and the beauty that is part of it catches the eye on every hand. Mackinac has never lost the pristine quality of its rugged beauty and lure because of the broad visioned men who decreed it thus. They have preserved for generations to come something much of America has lost.

True, there are more bicycles than 20 years ago, more slips at the State dock and more horses pulling carefully preserved carriages for the residents and tourists. The village blacksmith does a thriving business. More tourists crowd off the excursion steamers which stop over on their run of the lakes between Chicago and Buffalo, but folks without automobiles move slowly and there is nothing confusing about bicycles and horses, unless the horse attempts to ride the bicycle. These folks saunter along the main street and through the quaint stores displaying their stock in trade to catch the eye of the vacationist. The folks in the store are nice too, and in no hurry either. The attitude is catching and delightful to experience.

The climate at Mackinac, situated 330 miles northeasterly from Chicago in the narrow neck between Lakes Michigan and Huron, is delightfully cool. Almost 46° north latitude, its position places it in the path of some of the summer cold fronts which sweep down from the Canadian northwest. These meet the warm southerlies funneling up the Mississippi valley from the Gulf or the plains states, but much of the sting is gone from them by the time they arrive. Severe squalls are thus not too frequent and the harbor offers good protection except in southeasterlies. Better protection then may be found under the lee of Round Island across the narrow channel to the south or close to British Landing on the northwest side of the island.

Mackinac affords a welcome and delightful respite to the Port Huron and Chicago-Mackinac racers and their families before shoving off for the return voyage. Many rendezvous at Mackinac with their families and then sail either east or west to the almost unlimited cruising areas which stretch across the upper regions of the lower Lakes and most of the upper Lakes. Supplies are available at Mackinac or at St. Ignace to the west or Mackinaw City to the southwest.

The State of Michigan maintains a large yacht dock at the north center of the harbor with fine slips. Large vessels are accommodated along the outer T portion of the dock. The water is deep, except at the inshore end of the dock. Dockage fees are nominal and the service excellent. Water, ice, drayage and delivery service are provided. A telephone is readily available for any need. The dockmaster in charge can furnish almost any assistance needed including customs information.

The Mackinac Island Yacht Club is just across the road from the State dock and welcomes visiting yachtsmen. The two large steamer docks in the northwest corner of the harbor are privately owned and usually occupied by the small island steamers, ferries, and large excursion vessels. Anchoring near them, therefore, has its hazards. Fuel, oil and ice are obtainable at the coal dock on its inner east side.

Carriage tours around the island are popular and can be arranged at the tourist information center on the main street. Bicycles are obtainable for the hardier types who wish to pedal the 10 miles around the island. The writer made the mistake of deciding it was too far at the point of no return, which to the uninformed is midway around!

The most inspiring view of Mackinac is probably from Fort Mackinac looking southeast down on Round Island Passage, Round Island, and Bois Blanc Island (called Bob Lo locally). The somewhat recently constructed radio beacon marker, a tall shaft on a concrete base, is clearly outlined as it stands in constant vigilance in the passage, a boon to lake traffic in the not infrequent local fogs which enshroud the narrow channel past the island.

A short afternoon cruise around the island will reveal some of its beauty which harbor sailing will never disclose. Its tall limestone cliffs, thick woods, historic buildings and solitary majesty unveil as the rounding of the island is made. Water is generally deep too with the exception of some areas on the eastern side in the vicinity of the power station. Follow the chart to be sure.

While Mackinac Island has often been considered the goal of many cruises, it serves equally well as the base of operations for short cruises in the adjacent area approximately 50 miles east or west. Within these limits, one can reach the western entrances and taste of the unequaled scenery of the North Channel, or reach the doorstep of the gateway to Lake Superior, the land of Gitchie Gummee. In this area, one will often be following the almost forgotten paddle sweeps of the Hurons, and early explorers of the 17th and 18th centuries.

It isn't necessary to go another 100 miles to regions beyond to find some of nature's untouched handiwork, and snug harbors. And for those who start from lower Georgian Bay or the Detroit area, this is the 'Far Country.'

For those who want to cruise close by, thus saving the two or three day run to North Channel, the nearby Les Cheneaux Islands (called the Snows or Snow Islands) provide everything the cruising man wants. Many have passed them by, eagerly pressing eastward to the Drummond Island area, Pottagansaning Bay islands, Thessalon, St. Joseph Island, or the Whaleback channel. Those who have stopped have marveled at their security, enjoyed their wooded beauty, fished their still waters, and snugged down contentedly in their landlocked bays while the winds blew. Nearby supply centers quickly removed from view by the twisting well-marked channels make Les Cheneaux Islands a hidden paradise, only a scant 11 miles or so from Mackinac. Detour Passage, the gateway to the St. Mary's River and upper Lakes region, is but 21 miles to the east. Here is an ideal spot to rest and provision before going to North Channel.

Hundreds of beautiful anchorages may be found in the long necked bays formed by the elongated shape of many of the islands. In the glacier age, these bays must have been shallow fjords gouged out by the southerly movement of the glaciers. Courses at times reverse themselves in following the twisting contours. Each new turn opens up a vista of scenic beauty. The atmosphere is quiet and undisturbed.

The islands extend roughly 10 miles in longitude, and 5 miles in latitude, and provide protection in any kind of weather. Marquette Island is the largest of the group, its 11 square miles almost doubling Mackinac. Soft mud and clay form most of the bay bottoms. U.S. Charts Nos. 6, 60 and 601 tell the navigator the principal story, but to the

(*Continued on page* 214)

Benjamin

Looking southeast to Round Island, with Bois Blanc in the distance. The vigilant radio beacon stands in the passage

The racing fleets relax at Mackinac before cruising on or returning home

"SEABIRD"

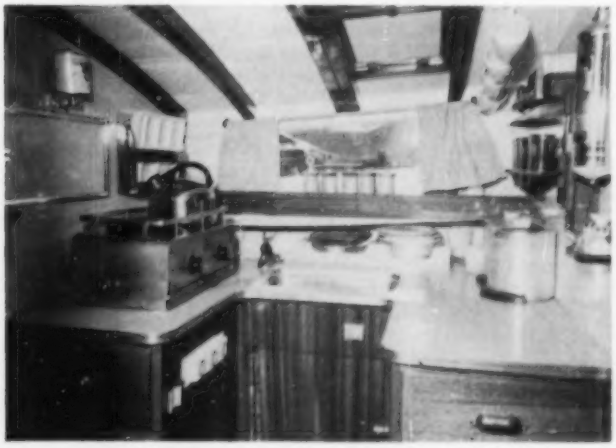
BUILT for Langdon C. Quimby by Bristol Boats, of Bingham, Maine, *Seabird's* home port is Falmouth, Maine. General dimensions of this Marlin Class boat are: l.o.a., 42'0"; beam, 12'6"; draft, 2'6". She displaces about 14,000 lbs. Her twin Chrysler V-8 engines drive 20" × 20" props through 2:1 reduction gears and 1¾" Monel shafts. Rudders and tanks are also Monel, while fastenings and fittings are bronze. Her planking is full length birch and mahogany plywood over oak frames. Berths with foam rubber mattresses are provided for four tall people, and there is ample stowage space. Her designer was Spaulding Dunbar, of Chatham, Mass.

Her twin Chrysler V-8 Imperials drive "Seabird" at a top speed of 24½ knots

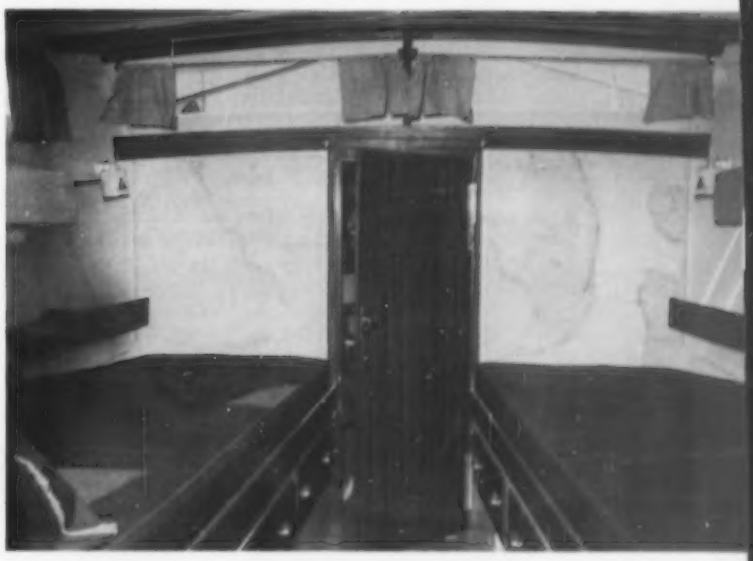
Sport fishermen will appreciate "Seabird's" uncluttered cockpit and efficient flying bridge

Efficiency is the word for "Seabird." Note the rack for eight fishing rods mounted overhead

The sleeping quarters, below, are airy and spacious



Her attractive, well ventilated galley has a gas stove



Calvert photos

NOTHING NEW UNDER THE SUN

And Especially When It Comes to Rigging

By GUY COLE

A piragua, the native canoe of the islands of St. Lucia and Martinique, has employed the "trapeze" for generations

IS THAT acrobatic contraption which is employed by numerous small racing boats, the "trapeze," really so new? The native fishermen of the islands of St. Lucia and Martinique, in the West Indies, have used just such a device for generations. True, their trapeze is a piece of old twisted rope, with no refinements such as a comfortable canvas sling and snap shackles, but the basic principle is there.

The native piragua, or canoe-boat, of St. Lucia, is simply a hollowed-out log with the topsides raised one plank to give more freeboard. The stern is cut off square to form a narrow transom, a few inches wide at the top and tapering to a point at the bottom. The bow is reminiscent of a Greek or Roman war galley, with its underwater ram. For some reason—no one seems to know quite why—the underwater part, consisting of the forward end of the log itself, is drawn out a long way ahead of the plank forming the upper part of the topsides, which curves in to meet its fellow and forms a separate "upper" bow above the other. The boats have very narrow beam—an 18-foot canoe would probably be not more than three feet wide amidships—and draw very little.

The small fishing canoe of St. Lucia usually has a two-man crew and when it is being rowed one man sits amidships and rows while the other, in the stern, wields a single-bladed paddle, with which he assists propulsion and also steers. The oars are the most primitive imaginable, with separate blades tied to a rough stick, working in a pair of thole pins. The steering paddle, too, is simply a broad blade tapering to form a handle with a short cross-piece nailed across the top for a handgrip. If, for any reason, one man is obliged to row a canoe by himself he will do so stern first. Apparently, the long prow projecting out underwater assists in keeping a straight course.

The rig is what we would call a spritsail. Mast and sprit are bamboo and the sail is usually made of old flour bags sewn together, with the brand of flour getting a free advertisement. The sail area is small, for the long, narrow canoe does not need much driving. A rope that leads from the clew, as a sheet, is about the only rigging there is. The mast is devoid of staying and when recourse has to be made to oars again, mast, sail and sprit are gathered into a bundle, lifted out and stowed, usually with their end overhanging the bow. I have seen these canoes sailed slap, bang, up onto a beach and the forward hand step out into the shallow water, lift out the mast and sail, and carry it up into the bushes in a matter of seconds.

Yet these frail craft can be found far out at sea, poised on the crest of a great ocean roller or darting down to disappear in the trough like butterflies on the wing. Under these conditions, with a stiff trade wind blowing, one man is poised on the weather gunwale, leaning out on the end of a rope running to the mast. He stays there for hours, because it is usually impossible to change places without a capsize—and they think nothing of making the 20-mile crossing to Martinique. The "trapeze artist" must maintain constant vigilance, because if the wind drops momentarily he must lean inboard on the instant or the canoe will capsize to windward!

The weather in the channels between these islands is exactly the same weather as in mid-Atlantic. The seas are at their largest at this point, having had the whole 3000-mile "fetch" in which to build up—and the trades blow between Force Four and Force Six. The seas are usually a little steeper than in the open ocean owing to suddenly finding themselves confined within a comparatively narrow channel.

A Gros Islet fisherman told me that he and others used to run bundles of political pamphlets from St. Lucia across to the French island of Martinique during the war, when Martinique was in the hands of the Vichy French and a festering sore to the Allies, as a potential U-boat base for the Germans. On arrival, they would hide their canoe, by sinking it in shallow water, and deliver the pamphlets at a pre-arranged rendezvous. If caught, they would undoubtedly have been shot. A Free French officer, operating in St. Lucia, paid them about £5 per trip and gave them a kind of promissory note for a fabulous amount to be paid after the war. But alas! They never managed to collect anything on it.

Some of the coastal villages in St. Lucia have no overland connection by road and all their produce has to be taken into the capital, Castries, by sea. The owner sits in the stern, with any passengers there may be, and the vegetables and articles for the market piled up like a miniature haystack. When you see them pull into Castries at about 10:00

(*Continued on page* 221)

RIVER BOATHOUSES

By LAWRENCE BARBER

BOATS WITH THEIR own individual houses are the rule, rather than the exception, at Portland, Ore., where the principal yacht clubs in reality are moorages of boathouses. The Portland Y.C., largest and oldest of the clubs, has a normal complement of 80 boathouses for its fleet, although all of the sailboats and some of the cruisers are berthed in open spaces. The moorage is 1800 feet long.

Up the Columbia River a piece is the Columbia River Y.C., with nearly as many houses and even fewer boats not kept under cover, and nearby is Rose City Y.C. which has a number of boathouses for its cruisers.

The majority of these houses are frame shelters, 40 to 80 feet long, mounted upon fir logs, with boat wells in the center and often with workshops, storage spaces, or small quarters in the front ends. Some of them have rather elaborate living spaces.

The Portland area moorages are characterized by their forests of piling rising 30 to 40 feet above normal water levels. These pilings are necessary to provide firm moorings at all stages of the Columbia River flow which varies as much as 30 feet in a season and averages 20 feet. Spring freshets, which normally peak about June 1, result from the thawing of snowfields in the Rocky and Cascade Mountains, the principal sources of the Columbia's water supply.

Exactly how and why boathouses became the rule at Portland is not clearly known, but it certainly gained impetus from the long winter rainy seasons of the Northwest's Rose City. Boat owners learned many years ago that they could take better care of their craft by keeping them dry, and the covered houses provided additional comfort for winter work on the boats. Lumber was plentiful and cheap, and the houses became a natural.

Present-day houses are covered usually with aluminum sheet siding, and frequently they are mounted upon floats made of oil drums or steel tanks, which now cost little more than high-floating logs. New boathouses now cost $1500 to $6000 depending on size, materials and accommodations.

The Portland Y.C. has a rule which prohibits living quarters and sleeping in boathouses, which presumably harks from an incident of a few years ago when one boat owner retired to his boat for the night. A few hours later, flames were issuing from his house, and the structure, the 38-foot cruiser, the owner, and two adjoining houses were consumed by the flames. The fire, it was presumed, started from cigarette sparks in the bedding.

Columbia River and Rose City clubs, however, permit their members to have living quarters, some of which are exceedingly comfortable. A few of the houses are two-deck affairs, with three to five rooms on the second deck and the boat-well, laundry and storage rooms below.

(*Continued on page* 221)

Rose City Y.C. also has a floating clubhouse (above)

The Portland Y.C. house and piers (above) and its adjacent moorage (below) of private boathouses and open slips

Photos by the author

Columbia River Y.C. clubhouse (above) and moorage (below)

Skinner photos

"BOAT-A-CADE"

America's Largest Mass Cruise

By LEO SCHUMACHER

IT LOOKS like the English Channel did on the morning of June 6, 1944," a veteran photographer who covered the Normandy invasion said after his plane landed. He was speaking not of a military operation, but of the spectacle of flying over America's largest organized outboard cruise—the Kissimmee-Okeechobee Boat-a-Cade—which starts each October at Kissimmee, Florida.

This year's statistics give a graphic picture of its size. More than 500 boats took part, carrying 1,500 men, women and children; 600 cases of oil and 3,000 gallons of gasoline were consumed; $50,000 was spent during the four days by those making the trip.

Ninety percent of the boats entering in 1955 were outboards. The 10 percent inboards was a lower number than in recent years because of low water in places along the 150-mile route. Fully 50 percent of the outboards were of the cruiser type. Sixty boats from out of state took part this year, more than ever before; 25 from Georgia alone.

Prior to the turn of the century there were few roads into Florida south of Kissimmee, which lies a scant 18 miles south of Orlando in the geographical center of the state. Foodstuffs and other goods were taken south by steamboat, old paddle-wheel craft that transported goods down the Kissimmee River Valley to Okeechobee and brought back 'gator hides and other trading commodities from the scattered Cracker families in the area. After 1900, with the coming of the horseless carriage, the river boats gradually faded into disuse and the Kissimmee River was abandoned as a waterway.

(*Continued on page* 234)

HAWAIIAN CRUISE

Part II: From Hilo Down to Pt. Kalae and Back to Honolulu

By HARVEY CONOVER

[Last month Commodore Conover described the first part of his cruise aboard "Altair," a 48-foot ketch, from Honolulu southeastward through the islands to Hilo, on the island of Hawaii, where this installment opens.]

THE NEXT THREE days were spent sightseeing among the mountains and volcanoes, while waiting for the southerly to blow itself out and be replaced by the trades, which would convert the southern or kona coast into a lee.

But on the morning of the fourth day, the Weather Bureau still predicted southeast winds from 18 to 25 knots. We had seen the sights, were fed up with Hilo's almost continuous rainfall, and were anxious to get on to the kona coast. But those whom we consulted advised strongly against venturing out until the northeast trades returned. They said that the bays and roadsteads which afford the only protection in the Kailua area would be untenable, and that when we arrived we would probably be forced to sail "off and on" until the trades finally came back.

After getting this discouraging advice, it occurred to us that it was only about 100 miles by the road that runs between Mauna Kea and Mauna Loa to Kailua. Not only would this make an interesting drive, but when we got there we'd be able actually to see the weather conditions at Kailua and determine for ourselves whether we could leave. So we got a drive-yourself car, stopped at the filling station for directions and a road map, and were off.

The drive over the saddle between the mountains was beautiful, and we arrived at Kailua in time for lunch. To our amazement, Kailua had weather all its own. A light land breeze was blowing. The sun was shining and it was dry and warm. We looked up Ed Tremper, a friend of Slim Lambert's, who runs a boat trip from Kailua to Captain Cook's Monument at Kealakekua Bay, about 15 miles down the coast. He told us the weather had been fine during the entire past week, and that the southerly squall we had encountered in Alenuihaha Channel while on our way to Kailua had lasted only an hour, then the weather had changed back to the local land and sea breeze routine common to the kona coast. As this was the information we wanted, we drove back to Hilo and sailed that night for Kailua.

We passed the Hilo breakwater at 1855 with the wind fresh SE×E. This gave us a beat to Cape Kumukahi, 20 miles to the southeast, but if it held from this quarter after we rounded the Cape we'd have a fine reach and run for the remainder of our trip.

We reached Cape Kumukahi at midnight and eased sheets for our run along the southeast coast of the island. We soon ran out of the rain belt; the wind remained SE×E but decreased in strength. So we had an easy, comfortable sail along the coast that, in a few days, was to make the headlines with a new volcanic eruption of Mauna Loa in its historic series.

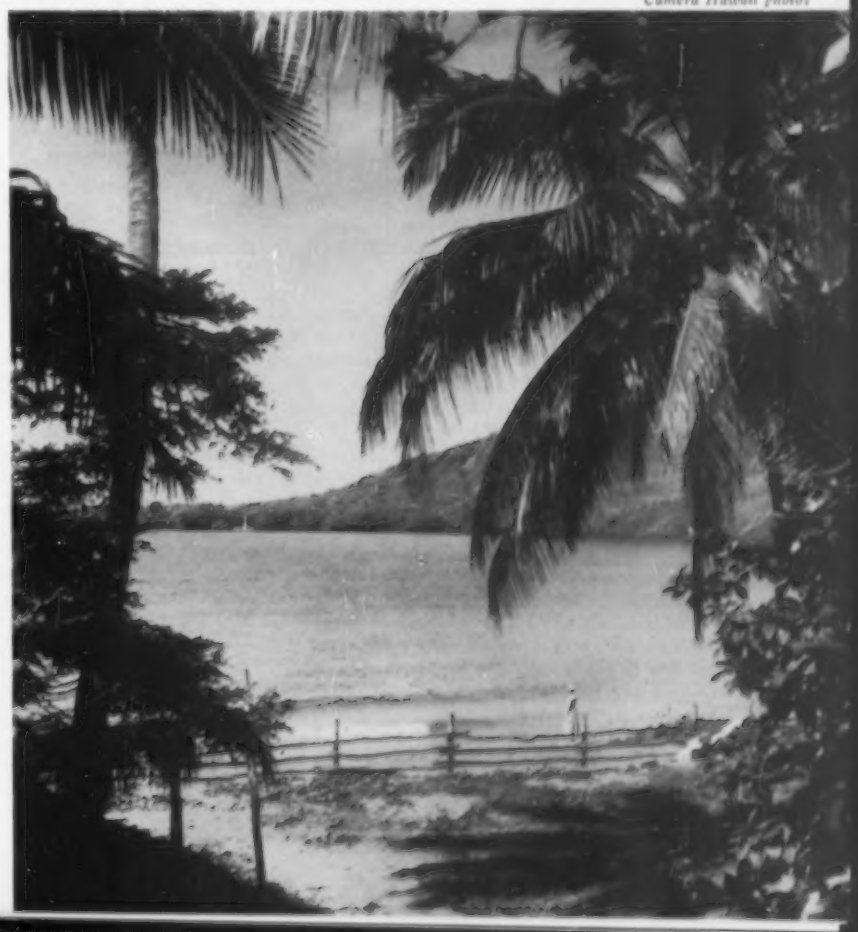
The wind remained light southeast all the following day. We passed Pt. Kalae at 2015 and arrived at Kailua at 1400 the second day, having had an easy, pleasant sail the entire distance. As we were about to drop hook in Kailua Bay, Ed Tremper came out and offered the use of an extra mooring which he maintained for his cruise ship, the *Captain Cook*. We accepted with alacrity.

The next 10 days were spent sailing in the lazy land and sea breezes up and down the kona coast, and visiting the various bays and inlets. While Kailua is the most popular resort, our favorite was Kealakekua Bay. It was here that Captain Cook, who discovered the island, was killed by natives. A monument maintained by the British marks the spot where he fell. The northern end of the bay near the monument is especially attractive. The coral bottom and multicolored fish viewed through the crystal clear water provide a picture of ever-changing beauty. Ed Tremper tows a glass-bottom boat on his tour to Captain Cook's monument, and the view of the submarine gardens alone is worth the trip.

Vertical stone cliffs several hundred feet high front the bay. At its southern end lies a small fishing village. A Seafarer yawl, anchored in the bay off this village, was the only

A favorite spot was Kealakekua Bay, Hawaii, with its beautiful submarine gardens

Camera Hawaii photos



After checking on weather at Kailua (above) by car, we returned to "Altair" at Hilo and sailed around

sailboat we saw on our entire trip. She was owned by an elderly gentleman who was living ashore. He had sailed her over from Honolulu during the summer, and was reported not to have used her since. A prosperous fisherman whose sampan was anchored in front of his house told us that he and his father before him had kept their sampans anchored in this bay for 40 years, and that never during this entire period had they had a southerly storm severe enough to force them to take these boats to sea. It is hard to square this experience with the blood-curdling tales we had heard of clawing off these shores in whistling kona gales.

However, the kona coast is poorly equipped for servicing yachts. Water and gas are available at the docks at Kailua, but the surge is so bad that we snapped dock lines and smeared our topsides both times that we went in and tied up for this purpose. Keauhou Bay, about 10 miles south of Kailua, is far better. While we were there a 10-foot channel was being dredged to the docks, so this bay is undoubtedly now available for provisioning.

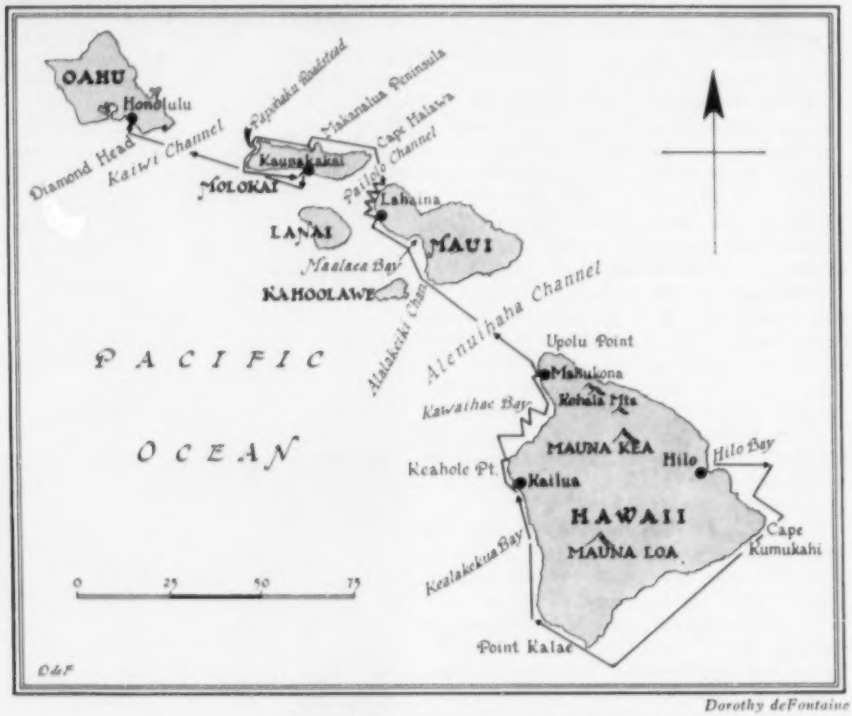
During this period of lazy sailing on the kona coast, Fred and Harriet Adams left us, taking a plane for Honolulu from Kailua, and a few days later we were joined by Frank and Helen Jobson. Our time was beginning to run out, as we wanted to make our trip back by way of Maui. This would enable us to confine our sailing to daylight and also to revisit our friends at Lahaina.

Henry, a Japanese who had brought us ice and who ran errands, suggested that we sail around Keahole Point, about ten miles north of Kailua, and anchor in a protected bight which he said was often used by fishermen. Then, by leaving early the following morning, we could make Mahukona, our jumping off point for Maui, and stop on the way at Kawaihae Bay, where a breakwater was being constructed to make an all-weather harbor for cattle loading.

We left Kailua in the late afternoon, sailed around Keahole Point and reached the bight Henry had spoken of about an hour before sunset. We started heaving the lead 500 yards from shore with no results, and finally worked in to within 100 yards, and still no bottom. The shore line was composed of huge, sharp lava rock as far as we could see. We were unable to find bottom in less than 12 to 15 fathoms, and this within a comparatively few feet of shore.

After spending the remainder of the daylight searching for a good anchorage, we gave it up and decided to sail to within a few miles of the Kawaihae Harbor during the night, and then stand off and on until daylight. We had been advised not to attempt to enter this harbor at night.

The light land breeze soon came in and we had a pleasant sail. Daylight revealed dredges, tugs, and tows anchored across the entrance to the harbor of Kawaihae, so we sailed on up the coast to Mahukona.



Dorothy deFontaine

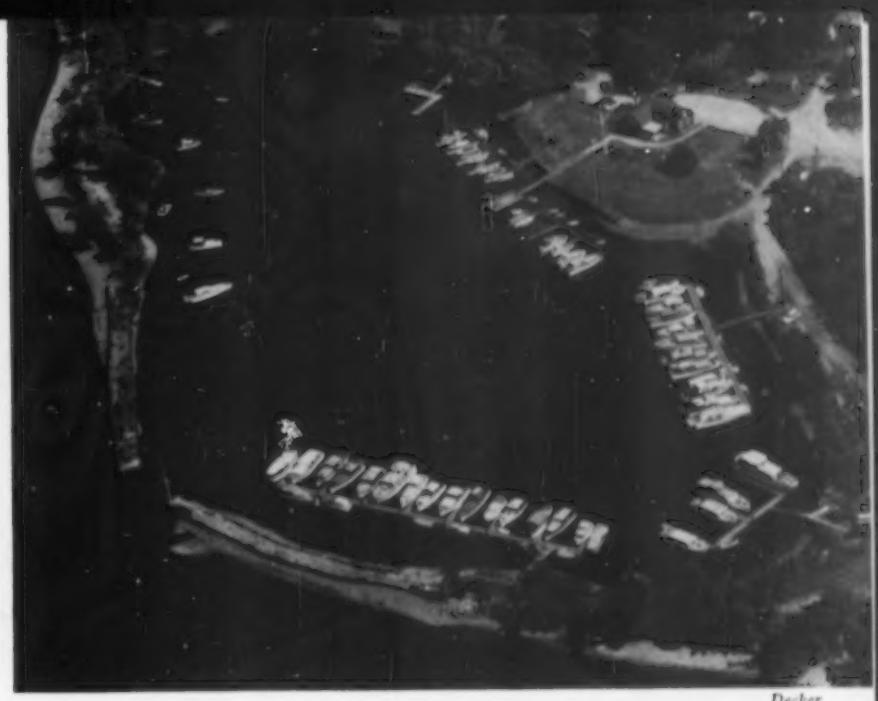
Mahukona is an open roadstead used principally for exporting sugar and importing oil. It is only eight miles from Upolu Point which marks the north coast of Hawaii, along which we'd sailed in the southerly to Hilo only a few weeks before. But the trades were again whistling along this shore line, so this was our most northerly protected jumping-off point for Maui. We tied up to a mooring buoy close to the loading docks and went ashore, where we found a carpenter who repaired a broken seat in our dinghy and mended a hatch cover. During the night the trades increased in velocity and strong blasts of air blew down through the ravines to windward, causing *Altair* to heel over and sail at her mooring. The early morning weather report predicted strong trades, with small craft warnings, so we knew we were in for a boisterous passage across Alenuihaha Channel.

At 0600 the following morning we were off. As the wind was well abaft the beam we left the main in stops and hoisted jib and mizzen. As soon as we had sailed out from under the lee of the Kohala Mountains the smooth water was replaced by huge seas which came roaring through the

(*Continued on page* 224)

"DO IT YOURSELF" YACHT CLUB

By EUGENE EAGLES and BRAINARD FOOTE



Decker

An abandoned sand pit makes a fine harbor for the Minisceongo Yacht Club

HOW WOULD YOU like to belong to a yacht club where annual dues are $10; where for $5.00 to $30 additional you have your own floating dock with gangplank to shore and all the electricity you want; where there's a safe, sheltered harbor; where there's a good club house with year 'round activities?

These are just a few of the reasons that explain why the Minisceongo Y.C. at Grassy Point, N.Y. (at Stony Point), on the Hudson River is "full up" with a stack of applications that can't be accepted for a long time.

Most of the 165 members know each other by first names. The owners of a 12-foot outboard and a new 45-foot cruiser call each other Joe and Hank and are likely to be found bending their backs together over the latest project on the new breakwater. Good fellowship and cooperation prevail. Key to accomplishment are club "work days" held several times yearly on weekends with a good crowd out to repair and improve club house, roadways, parking areas, grounds, shore lines, breakwaters, and docks. Jobs are well divided up among committees on Finance, Membership, Harbor and Mooring, House, Grounds, Social, Publication, and Officers and Trustees. Each floating dock is organized too, with its own get-together in spring and fall to keep the dock in shape.

A well-known yachtsman, August E. Miller, has "godfathered" the club. Growth has been steady, from a small start 14 years ago in Bill Sutherland's boat shop. Now Bill is kept hopping, with two marine railways and storage yards for some 60 cruisers, Lightnings, and outboards. The hand of welcome is out for members of other clubs, but unfortunately facilities for visiting boats are usually overtaxed.

What would you think of a budget of $500 for a clubhouse? It made possible the purchase at auction of a large log building, moved log by log in members' own trucks and trailers. Enthusiasm mounted, and cellars, attics, and barns were raided for fixtures and furnishings. Work goes fast when six or eight plumbers pool their efforts to put in oil heat and hot water, and as many electricians join hands to install lights and wiring. Naming the fellows who have contributed to club development would fill a story in itself.

Friendly debates (should I say arguments?) at meetings brought forth a plan for floating docks to replace former moorings. Old telephone and light poles no longer needed by the utility companies were purchased at low cost and these formed the base or floats. One member cut and threaded dozens of ¾" rods as long as 36" to fasten poles for the "fingers" to poles supporting the main walkways; 2 × 4 risers and 1 × 6 lumber for decking topped off the job. Several years' use have demonstrated their practicability; and you can be sure that boating wives much prefer the solid gangplank to the old trip by dinghy out to the mooring.

(*Continued on page* 232)

Decker

The log cabin style clubhouse (above) as seen from the boat basin. "Work day" projects are many and varied (right and below). Part of the club's fleet (bottom) at the floating docks

Foote photos

Gossard

THE FACTS AND THE FIGURES

By JOSEPH E. CHOATE

Secretary, National Association of Engine and Boat Manufacturers

TWENTY-FIVE million men, women and children are estimated to have actively participated in recreational boating during 1955. This represents about 15 percent of the total population of the United States, figured at 166,000,000 for 1955 by the U.S. Bureau of the Census.

The Industry Advisory Committee on Statistics of the National Association of Engine and Boat Manufacturers, recently attempting to take the measure of the world of boats and boating, concluded that 1955 was the biggest growth year in the history of the sport. More new converts were won over to boating than in any single previous year, making it the most popular form of family leisure time activity in the sports world.

Families from all walks of life now fill the ranks of the boating fraternity. What was once popularly regarded as a rich man's sport has become the principal form of leisure time activity for a great cross section of American men and women. The corporation president now may find that the boat in the next slip to his own at the marina belongs to a drill press operator on the assembly line.

In the quarter of a century since 1930, the total estimated number of pleasure craft that ply the waterways of the United States has jumped from 1,500,000 to more than 5,537,000, an increase of almost 370 percent. The most spectacular growth has come since the end of World War II and particularly in the past five years. In 1947, according to the National Association's statistical committee, there were just under two and a half million craft afloat, and another million boats had been added by 1950.

During 1955 more money than ever before was spent at the retail level for all boats, marine power plants, nautical accessories and services. Estimates indicate that the overall business level in the boating industry was up about 10 percent over the record 1954 to hit $1,100,000,000. This figures out to about double what was spent at retail on recreational boating five years ago.

While this surge has continued at an astounding rate during recent years, the number of marinas and other waterfront facilities to accommodate the boats has lagged behind. There are calculated to be only about 2,000 first-rate marinas throughout the country—some capable of berthing as many as 400 or 500 boats. And there are another 8,000 docking facilities offering more than simply a place to tie up. In many places, however, the problem is quite acute. Dealers have reported that before they can sell a boat they must first provide the customer with a place to keep his new craft.

The more complete marinas now offer many services that go to make boating more comfortable, more enjoyable for all ages. Among these are the boatel—waterside cottages and cabins for people preferring to sleep ashore—full shopping centers and recreation areas, parking space to leave the car while afloat, restaurant for transient and permanent marina users, slips equipped with shore electrical connections, telephone service and fresh water supply, gasoline, diesel fuel and other products, small craft launching ramps or hoists for boats on trailers, marine hardware and accessory store and complete boat and engine repair facilities.

In addition to the 10,000 public marinas and waterfront docking facilities, there are 800 yacht clubs listed in "Lloyd's Register of American Yachts," most of them with waterfront stations at which visiting members of other clubs are generally extended the courtesies of the club. It has been estimated that about a quarter of a million persons belong to these clubs.

Reflecting the overall gains of boating as a recreation during the past year, the sport of motor boat racing has likewise had its most successful year. The 300 motor boat racing clubs that are members of the American Power Boat Assn. conducted some 400 regattas, almost 20 percent more than in the previous year. It was only three years ago that the APBA sanctioned less than 200 regattas. The more than 4,500 members travel hundreds of thousands of miles to campaign their 5,000 racing units in these regattas, some even going so far as from the Atlantic Coast to Oregon for one event.

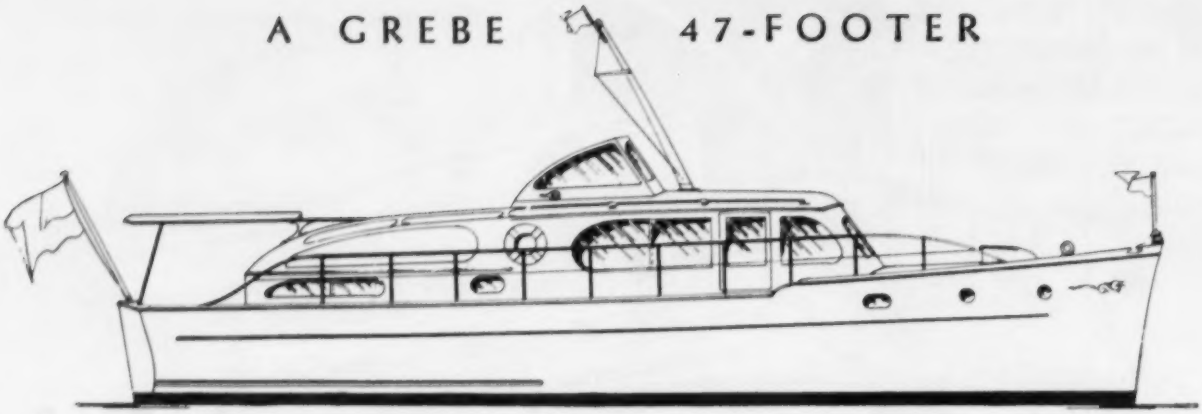
In addition to the 300 racing clubs affiliated with APBA,

(*Continued on page* 238)

OTTO'S AUTOMATIC BOAT SHO
BUT OTTO~ NO PAINTERS, CARPENTERS OR MECHANICS~ THAT'S MY HEART'S BLOOD UP THERE~ ARE YOU SURE-??
OH, MAN~COME OUT OF THE DARK AGES~AIN'T YOU BEEN READIN' THE PAPERS? THIS IS THE DAY OF AUTOMATION~THEM HORSE AN' BUGGY DAYS ARE GONE FOREVER!
SEE~EVERYTHING YOU WANT DONE~RIGHT HERE ON THE BOARD, ONE-MAN, PUSHBUTTON STUFF~ JUST LIKE IN THE BIG FORDALLAC MOTOR PLANT IN DETROIT~ OH, MAN, HOW MODERN CAN YOU GET?!?
HURRY~ YOUR BOAT'LL BE COMIN' OFF THE LINE IN EXACTLY TWO AN' A QUARTER SECONDS
IMAGINE THAT! SPLIT SECOND TIMING~JUST LIKE AN AUTO FACTORY!!
DARRELL McCLURE + H. DE F.

DESIGN SECTION

A GREBE 47-FOOTER



DESIGNED and to be built by Henry C. Grebe & Co., of Chicago, as a stock model, this handsome cruiser features two double staterooms aft with bathroom and shower, also a dinette-double berth in the galley forward and a forecastle for one or two hands. The galley has a 3-burner range and an electric refrigerator. An Onan 110-volt generator supplies electricity. Equipment will include a Kainer steering gear and an Ideal electric capstan.

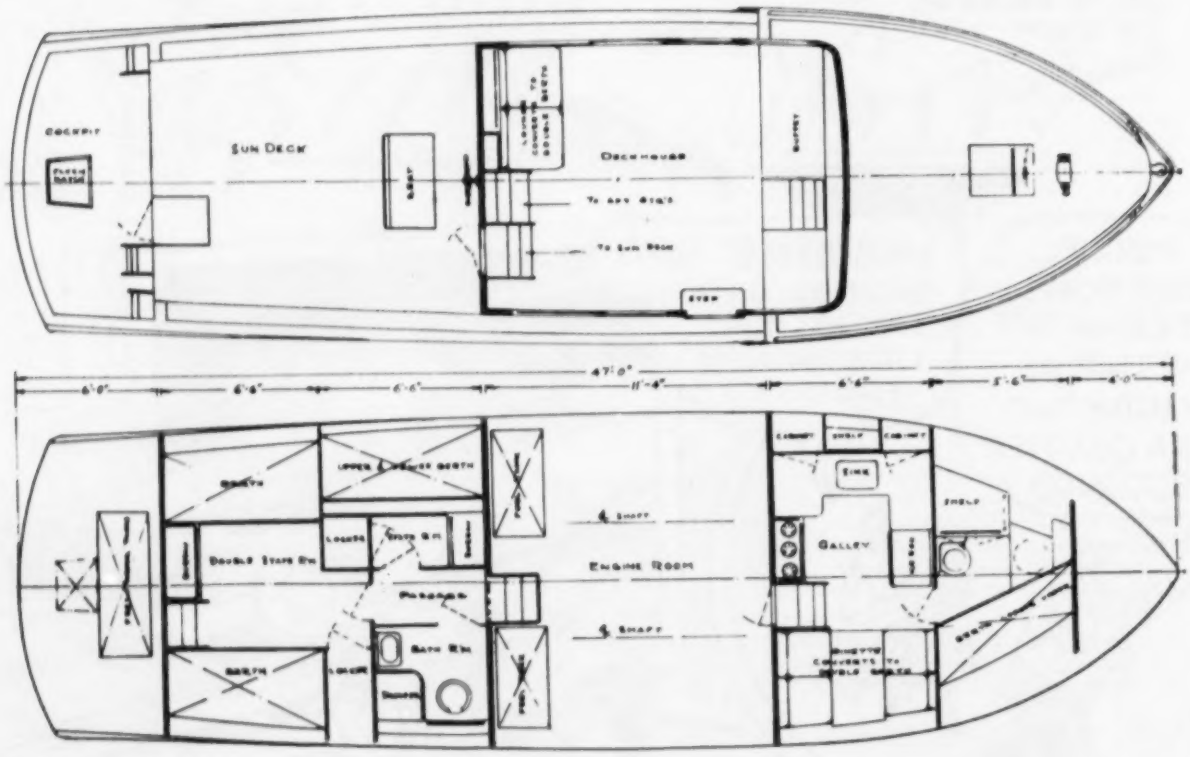
L.o.a., 47'0"	*Beam, 13'10"*
Draft, 3'6"	*Displ. 16 tons*
Power, twin GM diesels or Chryslers, 200-hp.	

The boats will be delivered complete with carpeting, drapes, mattresses, spreads, etc.

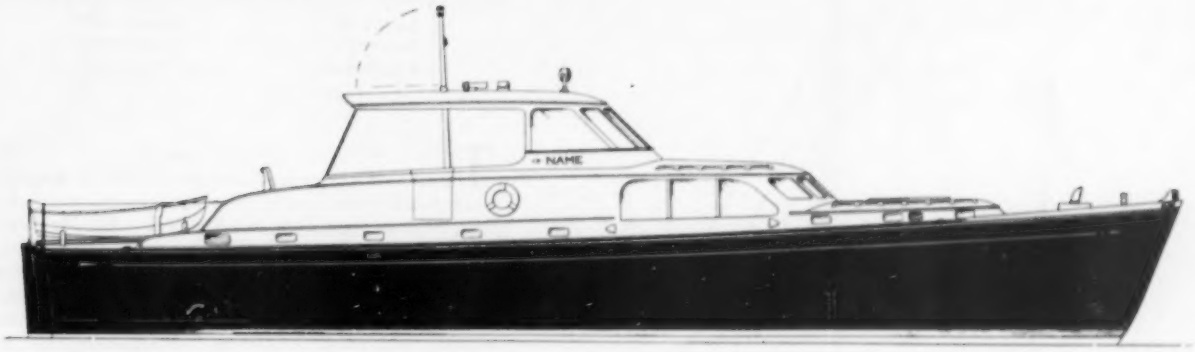
Philippine mahogany planking, oak keel and framing, teak decks and bronze fastenings are part of the specifications. Monel tankage for 200-gals. of water and 400- of fuel is provided, giving a cruising range of 500 miles. Power is optional as are interior arrangements. Cruising speed is estimated at 16 m.p.h.

Many economies have been incorporated in the new boat without sacrificing the sturdy construction for which the Grebe firm is well known.

For further information please write Henry C. Grebe & Co., 3250 N. Washtenaw Ave., Chicago 18, Ill.



SPARKMAN & STEPHENS-DESIGNED, DUTCH-BUILT



FROM the designing boards of Sparkman & Stephens, this handsome cruiser will be built in Holland by the Amsterdam Shipyard, Ltd. for A. Prominent Yachtsman and will fly the burgee of the New York Y.C.

Accommodations for an owner's party of six and a two-man crew are shown and the owner's stateroom, being the full width of the ship, is extremely commodious and has the unusual feature of the head being separate from the tub-equipped bathroom. The guest bath has a shower. A guest cabin with upper and lower berths is to starboard and two settee-berths are in the main deck house. Crews quarters for two are forward of the large galley.

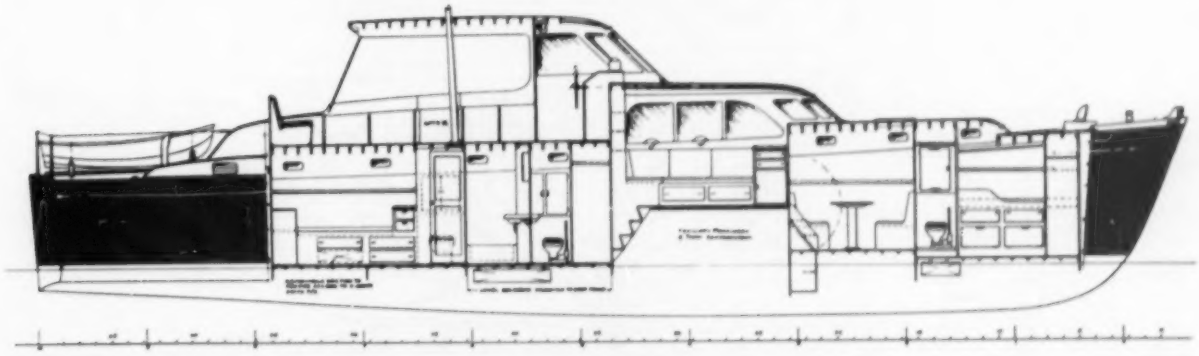
Specifications call for white oak stem, keel and frames, mahogany planking, teak main deck and fastenings of bronze. Hardware will be supplied by Rostrand, Perko and Wilcox-Crittenden.

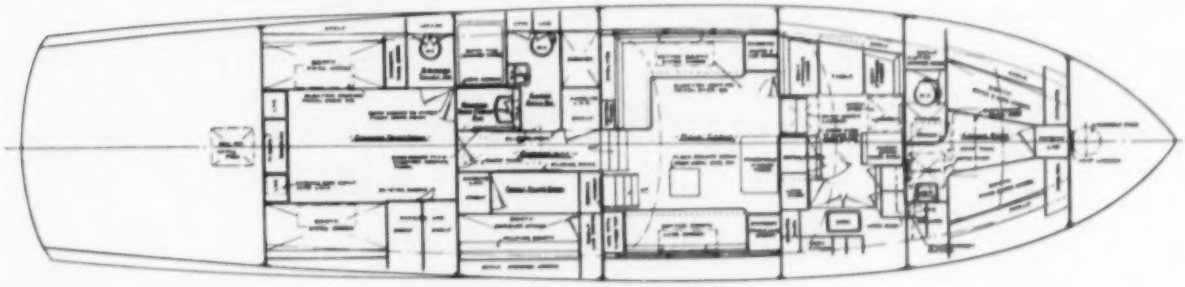
L.o.a., 59'7"	*Beam, 14'6"*
Draft, 2'8"	*Displ. 51,693 lbs.*
Power, 3 special GM-671 diesels	

For power the new boat will have three unusually light GM-671 diesels with aluminum blocks and specially designed underwater exhausts, driving three Columbian props through Watson Flagg V-drive, 1.5:1 reduction gears. The new yacht is expected to develop 18 knots. A Mercedes-Benz 10-kw diesel generator supplies 110-volts D.C. to power such equipment as a Bendix automatic pilot, Groco electric toilets and a Groco bilge pump, Electriglas radiant heating panels, GE Calrod immersion hot water heater and Manhattan Marine blowers. There will also be a Lear automatic direction finder and a LaMarche Constavolt rectifier.

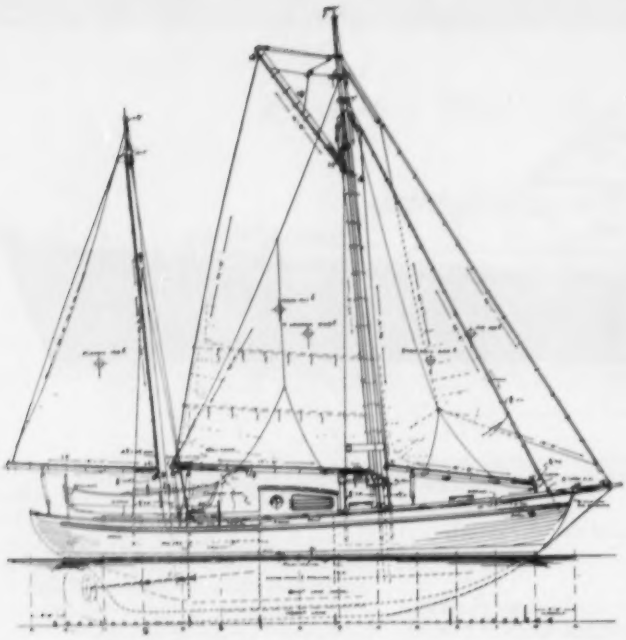
Galley equipment will include an Akron 110-v. stove and an 8 cu.ft. King 110-v. refrigerator. Tinned copper tanks are specified for 800-gallons of fuel and 200- of water, circulated by a Burks fresh water pressure system. Cabin soles will be covered with Dodge Vinyl cork flooring.

Further particulars can be obtained from Sparkman & Stephens, 11 East 44th Street, N.Y. City.





A SOUTH SEAS KETCH BY GARDEN

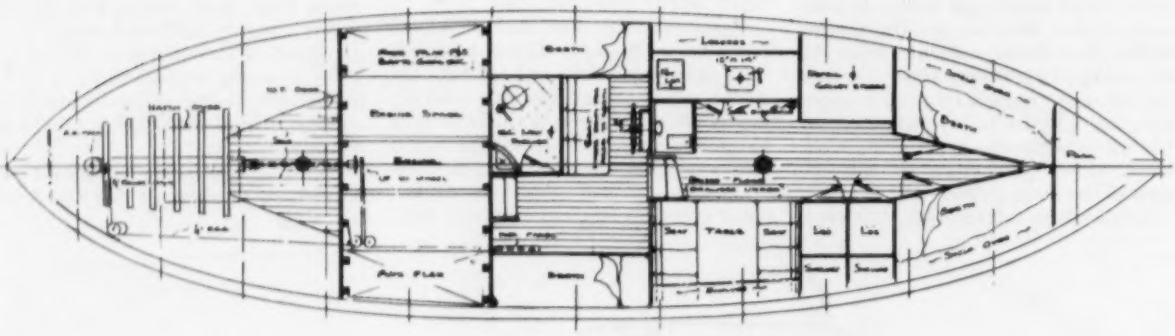


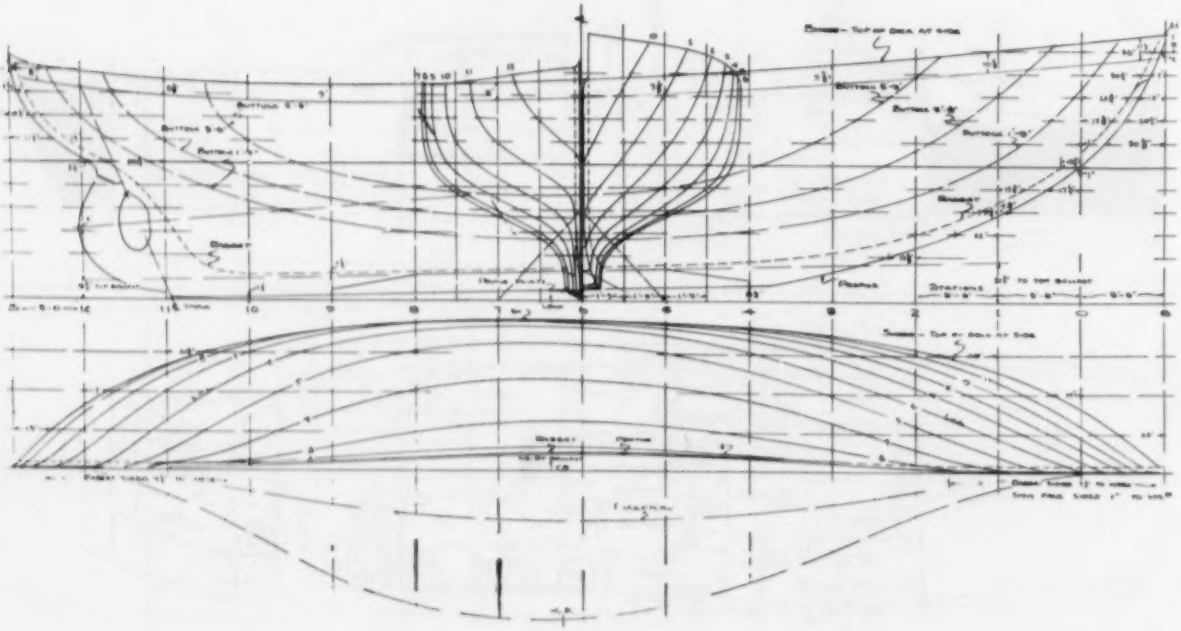
L.o.a., 48'6"	*L.w.l., 41'7"*
Beam, 13'2"	*Draft, 5'11"*
S.A. 968 ft.	*Displ. 52,500 lbs.*

THIS UNUSUAL KETCH was designed by William Garden for Ken Dixon and Burt Buffington, a couple of Merchant Marine officers, who wanted a boat for cruising among the South Sea Islands. With her long, easy lines she should be an easy boat to drive either under sail or power and also easy in a lump of a sea. She has good flare forward to keep green water where it belongs and her canoe stern should make for easy steering in a following sea.

As she will probably be built in a Japanese yard of native materials no building specifications are now available, but the designer has called for a 3-cylinder diesel engine, a 12-volt electric system and an oil fired galley stove. She will carry 450 gallons of fuel and 270- of water in galvanized iron tanks.

For further particulars please write Wm. Garden, c/o Maritime Shipyards, 2620 Commodore Way, Seattle 99, Washington.





"DUCHESS III"

A RHODES MOTOR SAILER

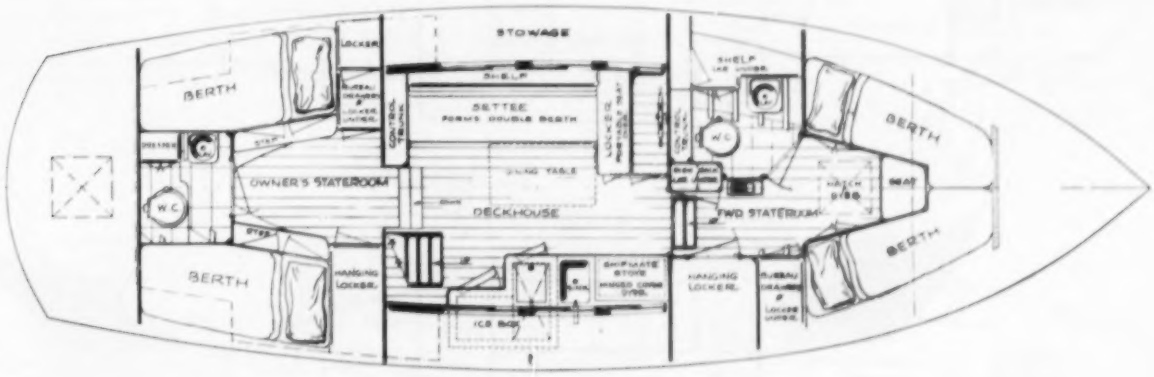
L.o.a., 38'0"	*L.w.l., 33'0"*
Beam, 12'0"	*Draft, 4'6"*
S.A., 600 ft.	*Power, Palmer 75 hp.*

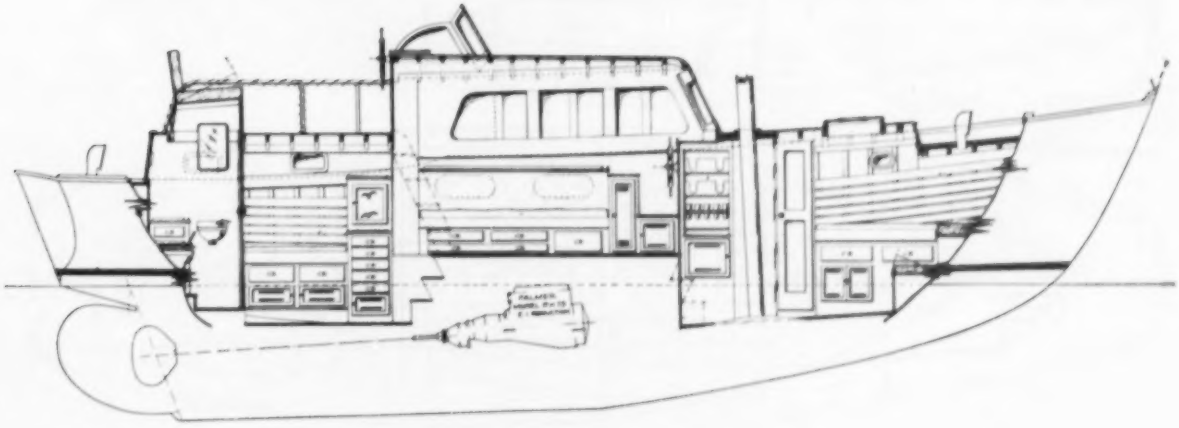
THE BURGEE of the American Y.C. flies from the truck of *Duchess III*, built by Chester Seacraft Industries, of Chester, N.S. from plans by Philip L. Rhodes, and launched last August. She is a boat with an amazing amount of usable cabin space for a vessel of her size, and the designer has cleverly worked a lot of deck space into her plans by placing her flying bridge over the owner's stateroom. In fact it would be hard to find any wasted space aboard *Duchess III*.

Accommodations, and very comfortable ones, for a party of six are provided by utilizing a settee-double berth in her deckhouse where her spacious galley is located—a most practical and satisfactory arrangement. She has heads for both cabins.

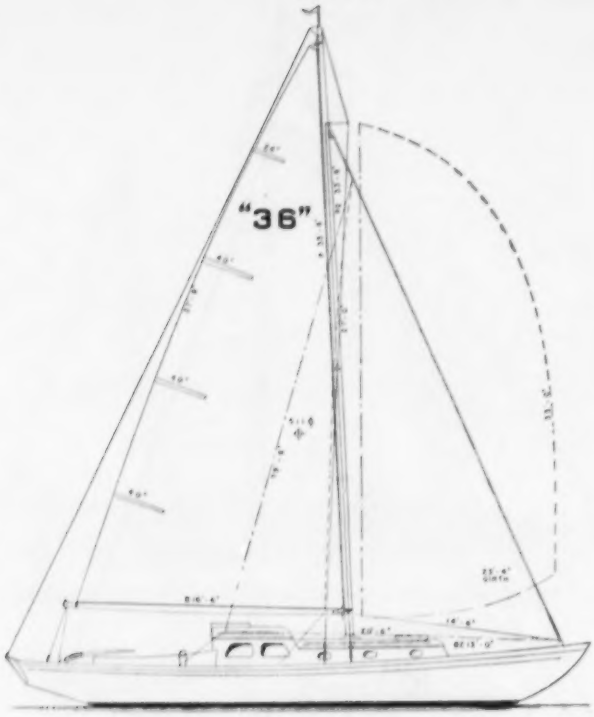
Specifications include oak backbone and frames, yellow cedar planking, teak decks, mahogany trim and galvanized fastenings. She has a 12-volt system, a 13 cu.ft. ice box, Shipmate alcohol stove, an Edson steering gear with two stations, and copper tanks for 80 gals. each of gas and water. Hardware is by Merriman, sails by Charles Ulmer and her Palmer model 230 pushes her along at 9-knots.

Please address Philip L. Rhodes, 11 Broadway, New York, N.Y., for additional details.





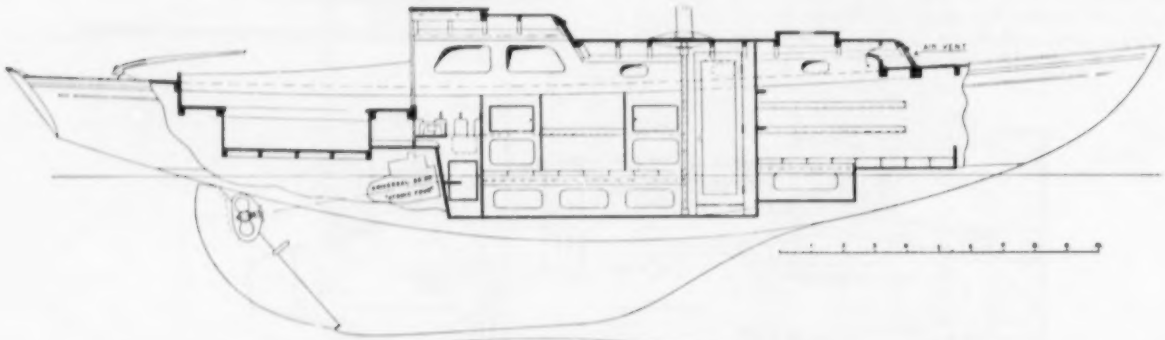
THE NORWEGIAN-BUILT "KNARR 36"

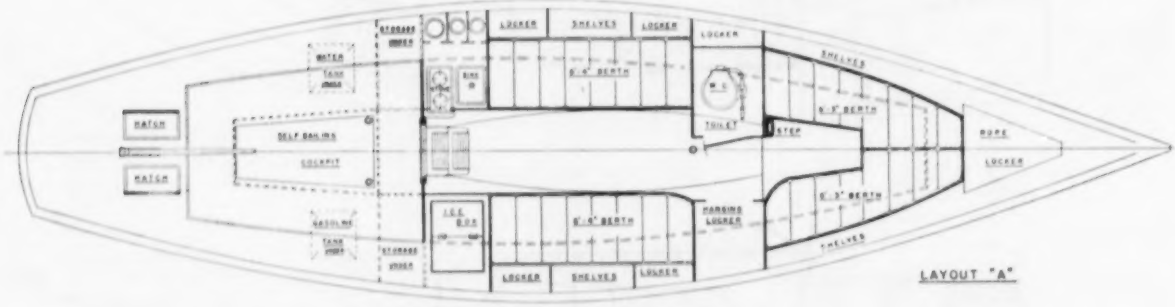


L.o.a., 36'0"	*L.w.l., 26'0"*
Beam, 9'6"	*Draft 5'2"*
S.A., 511 ft.	*Displ. 9,000 lbs.*
Power, 25 hp. Universal	

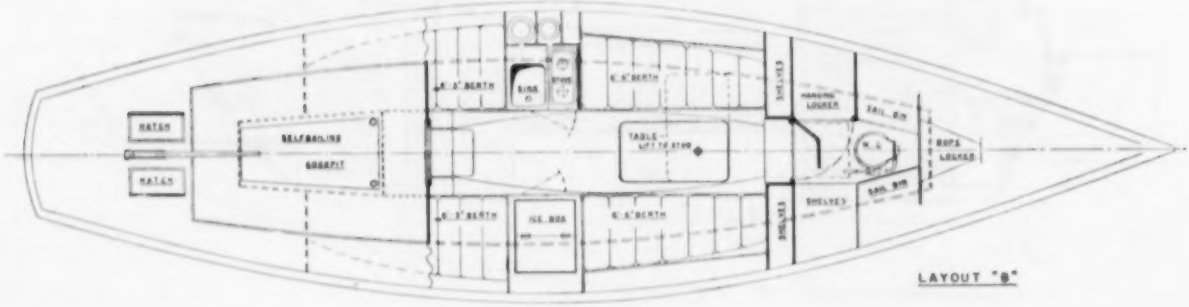
FROM PLANS jointly worked out by Jac. Iversen, of Stockholm, and Nils Lucander, now of International Yacht Sales, Detroit, the "Knarr 36" is the latest of a series of Norwegian-built boats developed by this group for the American market. Headroom has been sacrificed in the interest of economy but you can stand erect in the dog house. Although costs have been cut wherever possible yet the new boat's specifications are good: They call for oak backbone and frames, mahogany planking, canvas covered spruce deck, mahogany trim, bronze fastenings and a cast iron ballast keel. Spars are Sitka spruce and rigging stainless steel. Standard equipment, which is most complete, includes a 25 hp. Universal engine, stainless propeller shaft and tinned copper tanks of 25 gal. capacity each for gas and water. Delivered prices for the standard boat (sails not included) are in the $10,000/$10,800 range, while many extras—including sails—are offered.

Further particulars may be had from International Yacht Sales, Kerr Building, Detroit 26, Mich.

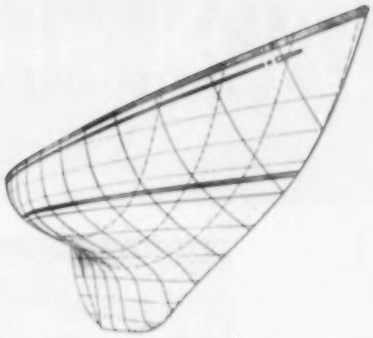




LAYOUT "A"



LAYOUT "B"



"SITMARK," A MASON-30 FOR LONG ISLAND SOUND

DR. WALTER NEWMANN of the New York A.C. is the owner and Al. Mason the designer of this good looking sloop which was built in a Dutch yard through Norge Boats, of Rowayton, Conn. Of extremely high quality, she has teak planking over white oak frames and backbone, mahogany house and trim, canvased plywood decks, hollow spruce mast and stainless rigging. Fastenings are bronze, the 3850 lb. ballast keel is iron and tanks are tinned copper, hardware by Merriman.

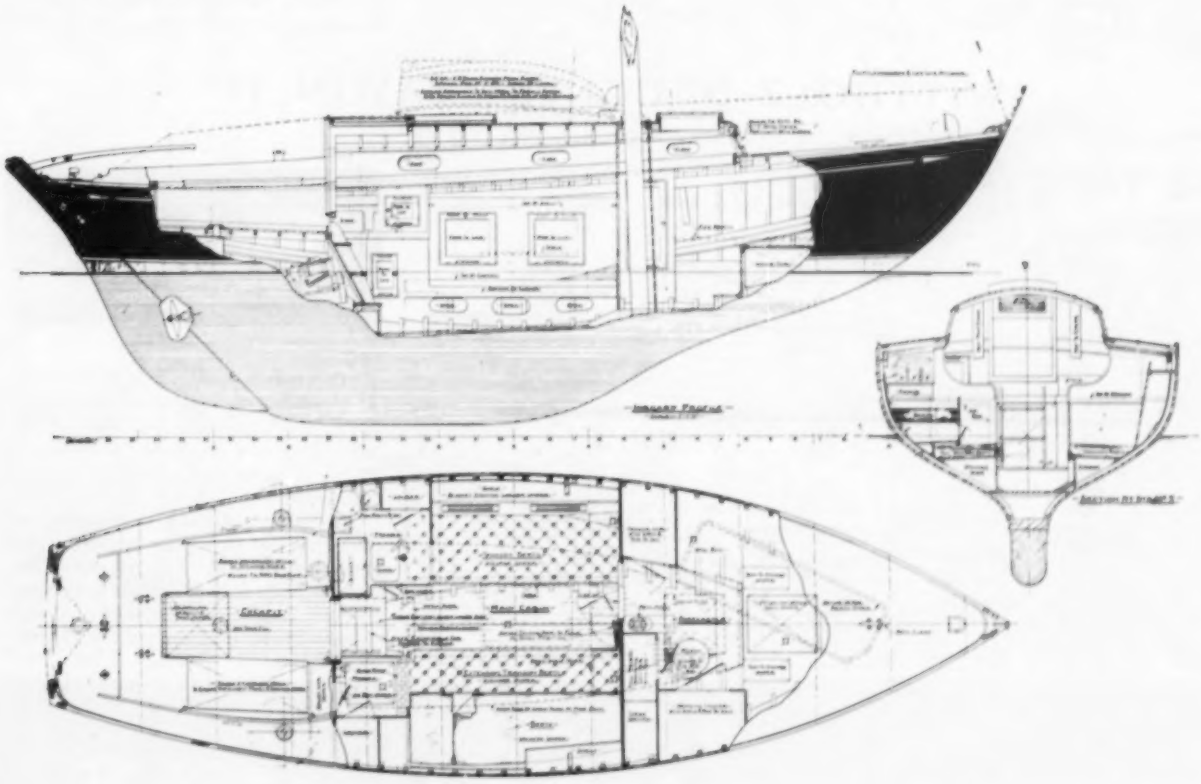
Equipment is unusually complete for a 30-footer and includes a Perko stove, Wilcox head, electric pumps, and hot and cold running water. Also an R.C.A. telephone and two 6-volt electric systems with separate belt driven generators.

Sails are by Ratsey and her engine, a Universal Atomic Four, gives her an honest 6-knots under power. She accommodates a party of four.

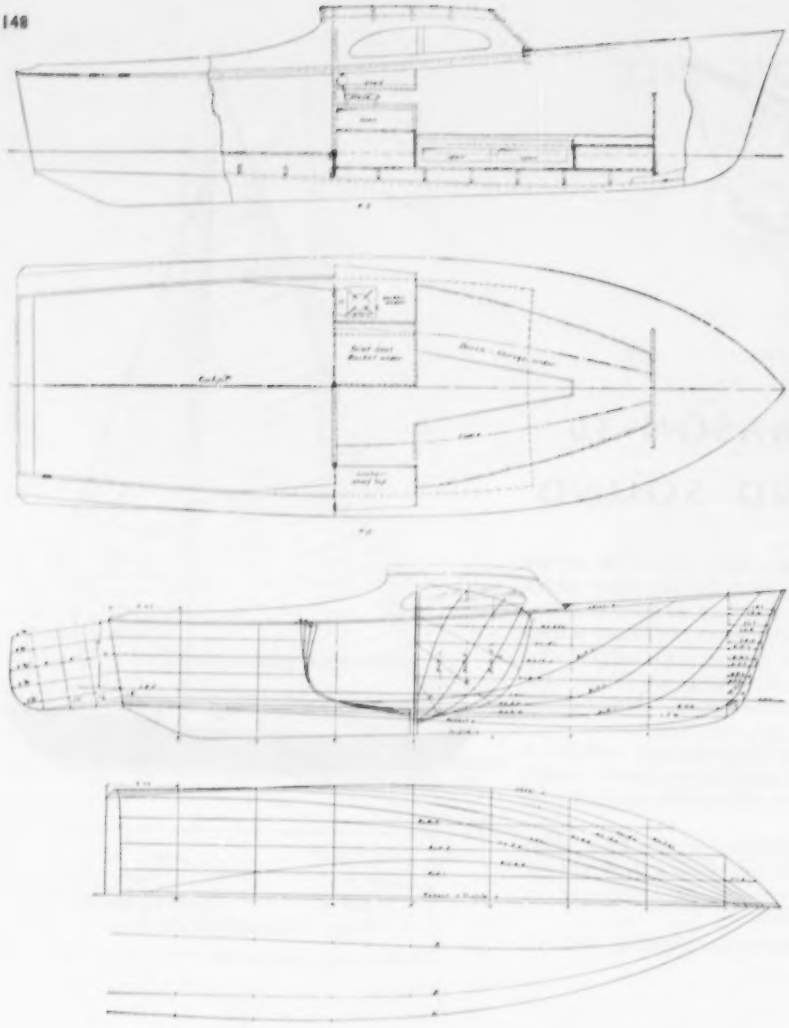
Under the name "Venture 30" these sloops are also being built by Robert Vaughn & Co., Newport Beach, Calif.

For further particulars please write A. Mason c/o Feadship, Inc., 73 Greenwich Ave., Greenwich, Conn.

L.o.a., 29'7"	*L.w.l., 22'11"*
Beam, 9'3"	*Draft, 4'8"*
S.A. 430 ft.	*Displ. 10,400 lbs.*
Power, Universal Atomic Four	



A STRIP-BUILT 19' 5" OUTBOARD CRUISER BY SAM CROCKER



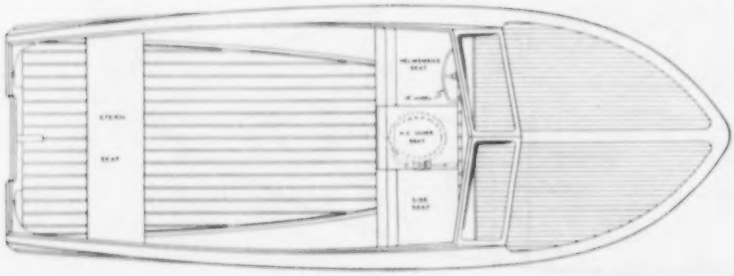
PAUL WHITIN, of North Berwick, Me., owner of *Long Shore* from Sam Crocker's board, wrote a most enthusiastic letter telling how delighted he was with his boat's performance in all kinds of weather, including a 40-mile nor'-wester, on the Maine coast. She sleeps 4 (2 in the cockpit) and does 14½ m.p.h. full loaded, yet will run at trolling speed. Her backbone is laminated oak (she has no ribs), planking ¾" × ¾" pine, edge nailed and glued with Elmer's Waterproof Glue. She doesn't leak a drop, says her owner. Morrison Boat Shop, Berwick, Me., built her.

Write S. S. Crocker, 333 Washington St., Boston, Mass., for further information.

L.o.a., 19'5" *Beam, 6'8"*
Draft, 1'5"
Power, Mercury Mark 25, 18 hp.

WITTHOLZ-DESIGNED "BAYFIN 17"

L.o.a, 16'9" *Beam, 6'2"*
Draft, 10"
Power, Outboard—25 hp or more



FINNISH YACHTS & BOATS, INC., is having these lapstrake boats built in Finland from plans by Charles Wittholz. They are designed for motors of 25 hp. or more and can take a pair of outboards.

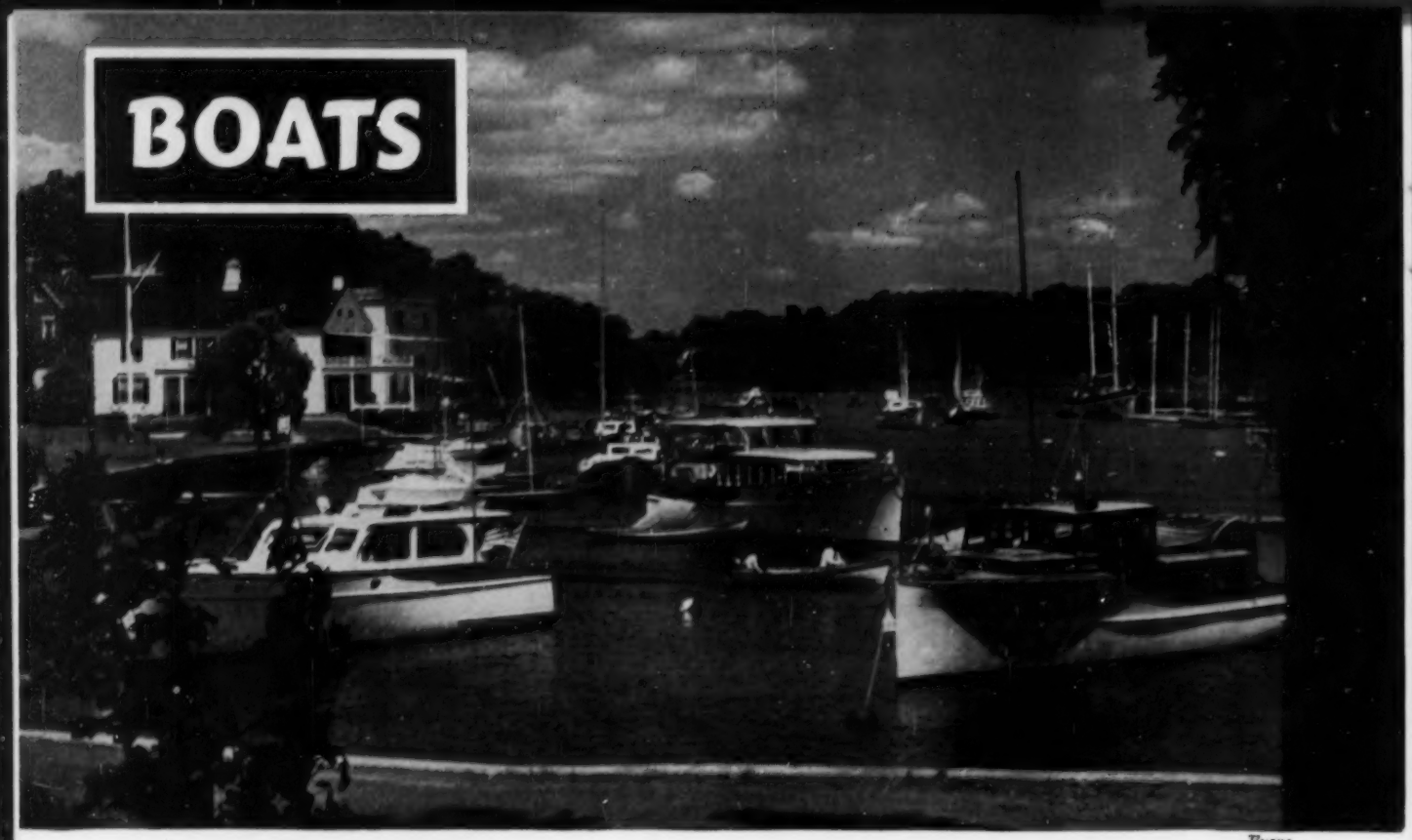
Backbone is white oak, planking and decks Norway pine, trim mahogany and fastenings bronze and copper. The workmanship is reported as very good and the boats are level riding at high speed. There is a w.c. under the forward thwart.

Write Finnish Yachts & Boats, Inc., 122 East 42nd St., N.Y. City for further information.

THE BOAT SHOW IN PRINT

Boats: Engines: Equipment

BOATS



Evans

Richardson's 43-footer has berths for 10, and a "sun deck"

TEN RICHARDSONS FOR 1956

► The Richardson Boat Co. lists 10 models, ranging from a 25′ day boat to a 43′ cruiser sleeping 10, in its fleet for 1956. Characteristic of the Richardson cruisers are round-bilge design and sturdy construction with cedar planking bronze fastened over white oak frames and keel. Planking is treated with copper napthenate wood preservative. Twin screw power is standard in all boats larger than the 25-footers, and diesel power is optional in the 39, 41 and 43-footers. A choice of Chrysler, Gray, General Motors and Nordberg engines is offered.

The 43-footers are flush-decked aft, with stainless steel plastic-covered lifelines, as are the long-popular Double Cabin 41-footers. New in the latter hull is an Express model.

The new Richardson 30 Express Cruiser makes up to 28 m.p.h.

A new Richardson hull for 1956 is the 38-footer, in Sedan and Express models. This boat has more beam and room than the 37′ model she replaces in the Richardson line. Side decks are wider and the 38 Sedan now provides facilities for eight persons.

The 34 Sedan and Express models will both sleep six, and have power plants located farther aft, with reduction V-drives. The Express has a very large cockpit and the Sedan a large, airy deckhouse.

Another Richardson newcomer is the 30 Express, on which production was started last fall. She has twin reduction gear V-drive power, sleeps six, has complete galley and enclosed toilet and large locker space.

The 25-footers, with slight design refinements for 1956, are the Express Sedan and the Utility. The Sedan sleeps four with galley and toilet room. The Utility is essentially a day boat, with a shelter forward under which the hardier sort of boatman can rig up sleeping facilities. There is a toilet under the foredeck. While single screw is standard, twin engines can be had in the 25 as in the larger boats.

RICHARDSON BOAT CO., North Tonawanda, N.Y.

LUDERS SHOWING LARGEST SAILBOAT

► For the second consecutive year the Luders Marine Construction Co. will exhibit the largest and loftiest sailing craft in the National Motor boat show. This will be a flush-deck version of the Luders 27, a sloop 40′ o.a., 27′ waterline, 9′10″ beam and 5′5″ draft, with an aluminum mast towering 60′ above the Armory floor. She is designed and laid out for day and port-to-port racing rather than maximum cruising accommodations.

The L-27 is molded of nine laminations of ⅛″ mahogany, a type of construction exemplified in other Luders boats, including the popular L-16 one-design racing sloops, one of which will share the Luders show space with the L-27. Pioneers in this type of structure, of which the L-27 is the largest yet molded, Luders enumerates its advantages as: stronger and more damage-resistant than conventional plank construction; easily and solidly repaired in case of damage; economical in upkeep; requires no swelling-up period when

The Luders 27, largest sailing craft in the National Motor Boat Show, is 40′ o.a., a port-to-port racing yacht of Luders' molded mahogany ply construction

launched after storage; few frames required, giving a smooth inside hull finish and extra room inside.

The L-27 is a standard design and is available with a choice of auxiliary power and of sloop or yawl rigs. Flexibility of interior arrangement for cabin plans to suit the individual owner is another attraction of this design.

Luders, with nearly half a century and a thousand hulls behind them, offer both designing and building facilities in sail and power craft, steel or wood, up to 200′ long.

LUDERS MARINE CONSTRUCTION CO., Stamford, Conn.

The Olympia Texan has walk-thru feature

OLYMPIA HAS CRUISER AND RUNABOUT LINES

► Starting a few years ago with only a 21′ cabin cruiser, Olympia Yachts now has a complete line of all-mahogany cruisers and runabouts for inboard and outboard power. The newest addition is the 18′ Texan, with five-ply, 7/16″ lapstrake topsides, copper-riveted. The wide windshield has an adjustable opening and two side seats with hinged tops serving as ventilated storage boxes. A hardtop shelter is available. The Texan comes as an outboard model or an inboard with a 60-hp. Gray.

The 22′ Capri cruiser has a built-in boarding ladder which permits stepping aboard from almost water level after swimming or other water sports. Available as an outboard for either single or twin motor installation, or an inboard with 60 or 75-hp. Gray engine, she is completely equipped and ready to go. For those who wish to make their own inboard installation, the Capri inboard without engine is available with stringers and beds installed and shaft hole drilled.

The Olympia line also includes the 018 outboard cabin cruiser which has a unique toilet-sink combination and the runabout models, 014 and 014D, all brass fastened throughout and bright finished with chrome plated deck fittings.

OLYMPIA YACHTS, 701 Whittier St., Bronx, N.Y.

The Olympia 018 has two full-length bunks

"Sunset II" is a new steel Burger-built 65-footer

BURGER'S NEW 65-FOOT STEEL CRUISER

► First of the new Burger 65′ standard design steel cruising yachts is *Sunset II*, launched last October for Maurice Levin, of New York and now cruising in Florida. She is 64′10″ overall, 16′0″ beam and 4′6″ draft, designed by the Burger Boat Co. and built by them of all-steel construction. She is flush-decked, the steel deck being faced with teak, and has a sunken deckhouse and an enclosed pilothouse. The main engines are G.M. 6-71 diesels of 223 hp. each, and there is a separate generator producing 32-v. current. The accommodations include one full-width and two smaller staterooms aft with two bathrooms with showers. The galley is forward, just abaft the two-man forecastle.

Like many Burger yachts, which are of standardized design and construction but custom finished to suit the owner, she has a number of special features. Among them are teak and mahogany paneling in the deckhouse; a built-in buffet bar; curved companion stairway from deckhouse to galley; a small opening through which the captain, in the pilothouse underway, can look down into his engineroom; built-in seat across the after end of the lounge deck; stainless steel sinks and hand basins, and other details.

BURGER BOAT CO., Manitowoc, Wis.

The Topper outboard cruiser sleeps four, makes 20 m.p.h.

THE TOPPER OUTBOARD CRUISER

► The Topper outboard-powered cabin cruiser, re-styled for 1956, retains the familiar Topper quality of construction. She is 20′ long, 8′ beam, and sleeps four persons. With a standard 25-hp. outboard motor, the Topper is said to make up to 20 m.p.h. Equipment in this boat includes four foam rubber, leatherette-covered mattresses, stainless steel sink, 5-gal. water tank, icebox, marine toilet, complete steering gear, windshield and electrical equipment. Her price is quoted as $2148, complete.

TOPPER BOAT CO., 5816 Ritchie Highway, Baltimore 25, Md.

The Anchorage's new 29-ft. Dyeresin plastic cruiser

NEW BOATS BY THE ANCHORAGE

► Two new power craft are included in the 1956 fleet of Dyeresin plastic boats built by The Anchorage. The Nick Potter-designed 29-footer, a half model of which was exhibited at last year's New York show, is in production. She is a round-bottom boat with a "built-down" keel and wineglass garboard sections resulting in unusually good rough-water performance, especially in following and quartering seas. The first two of these boats, with 4-51 GM diesel power, cruise at 15 knots; substantially higher speeds being obtained with lighter and more powerful gas engines. The boat is available in a variety of cabin and cockpit layouts, to suit all purposes.

The Glamour Girl, the familiar V-bottom, flaring-bow, high speed 16-footer, will have a big sister at this year's show—a boat of similar design with dimensions increased to 19'6" length. The first of these, built as a tender for a large yacht, weighs under 2000 lbs. with twin Universal 25-hp. engines. A range of single and twin power installations is planned for duplicate hulls.

The Anchorage's line of dinghies of both the dhow and round bottom models are proving as popular as ever. Bill Dyer, president of The Anchorage, reports a class of 12' International type sailing dinks delivered to University of Maine. The 9' Dyeresin dhow, widely popular as a yacht tender, is also active in racing classes at Oyster Bay, Huntington, Shoreham, Greenwich, Norwalk and other East Coast winter and summer sailing centers. The famous Class D 10-foot round bottom sailing dinks are also being built in Dyeresin now. Three of the 7'9" dhows made passages across the Atlantic last summer on the decks of the yachts *Carina*, *Circe* and *Arabella*.

THE ANCHORAGE, INC., Warren, R.I.

The Dyeresin 9' Dhow, for oars, sail or outboard power

SAMPLE'S DOWN EAST 36 AND 42

► A 36' sister ship has joined the Down East 42 in the output of Frank L. Sample & Son. Like the more familiar 42-footer, the smaller model is available in a choice of cruising and sport fishing arrangements. Designed by Richard O. Davis, they are round-bilge boats that combine offshore rough water ability with a capacity to get up and make knots. Optional power of from 150 to 250 hp. per shaft gives speeds up to 30 m.p.h. in the 36-footer and to 25 m.p.h. in the Down East 42.

The Sample-built Down Easters are popular for sport fishing

The new 36 is single mahogany planked over heavy oak frames; the larger boat is double planked. Comfortable cruising accommodations for four to six persons are installed, according to buyer's requirements, and the 1956 boats will include innovations in arrangement and equipment suggested by Sample-built boat owners from Maine to Florida.

FRANK L. SAMPLE & SON, INC., Boothbay Harbor, Maine.

One of the most popular craft imported by Norge Boats is the 24' o.a. Honeymoon type sloop which has accommodations for two. A day-sailing model is also available

THE NORGE FLEET OF SAILING CRAFT

► Importation of sailing craft built in the Scandinavian countries and embracing a wide choice in the size and price range from a 16' day sailer to a 40' yawl is the principal business of Norge Boats, although they also act as representative for several American builders.

The Norge fleet of auxiliary cruising craft starts with the Mariner, an optionally keel or centerboard sloop 23' long, with cruising quarters for two under a raised deck amidships. Slightly larger and "yachtier" is the 24' Honeymoon, a keel sloop arranged for two, of which Norge has delivered 27 in this country. The 28' Tern sloop sleeps three. Accommodations for four, with equipment and extra room and facilities appropriate to their different sizes, are standard in the 30' Norseman sloop, the 32' Norsaga sloop and the 37' Duchess. The latter and the 40' Musketeer, both designed by Taylor Newell, are optionally sloop or yawl rigged.

Norge service on foreign built boats includes building supervision and the final fitting out at their own yard on Five Mile River in Connecticut after arrival in this country.

Through arrangement with the Mt. Desert Yacht Yard, Norge also arranges for building the light displacement Controversy-type yachts of various sizes, from Mt. Desert's designs, ranging up to 36' in length.

A new craft in the Norge line next summer will be the Kid, a 16'2" o.a., 5'3" beam, lapstrake day sailing and class racing boat with 112 ft. of sail. She is an open boat, seating six people.

NORGE BOATS, INC., 75 Rowayton Ave., Rowayton, Conn.

Two of the smaller Chris-Craft, a 17', 38 m.p.h. runabout and 24' Semi-Enclosed model

THE CHRIS-CRAFT 1956 FLEET

► The breadth of the Chris-Craft production, ranging as it does from a 15' plywood runabout to the 54' Constellation cruiser, prevents more than skimming the surface in the space available here. The fleet generally has been re-styled for 1956, and a wide choice of power and speed is offered in each model to a greater extent than ever. In addition to the conventionally planked boats, the line includes boats of plywood and lapstrake construction.

Folding - sheltered bridge of a Chris-Craft 46' cruiser

The open-boat line in conventional construction starts with the 17' Sportsman runabout and includes Holiday and Continental models up to 26' and, fastest of them all, the 21' Capri runabouts said to make 47 m.p.h. with 285 hp. Among the smaller cruisers are two-berth 23- and 25-footers, and four new Semi-Enclosed Cruisers with two convertible seat-berths. The four-berth cruiser line starts with a 24' Sedan with galley and toilet room, and among others includes the new 30' Capitan and the dashingly-styled 33' Futura.

Six cruisers from 35' to 54' make up the Constellation group, characterized by flush-deck styling. Accommodations in these yachts run up to sleeping quarters for 10 in the 46- and 54-footers, and power options in the latter two include both diesel and gasoline engines, totaling 470 hp. in the 46-footer and 600 in the 54-footer.

Another group is the Corsair 38-, 42- and 46-footers, all of double cabin, flying bridge arrangement with sun decks and after cockpits.

Chris-Craft cruiser interiors have been re-styled, in the direction of uniting deckhouses, dinettes and galleys into single spacious areas; increasing glass areas for more light and air; fabrics in new materials, patterns and colors; carpeting and blond wood paneling.

The relatively new Sea Skiff line, of lapstrake plywood construction, now includes 14 boats, from an all-purpose 18-footer to a new 40-footer with cabin facilities for six. The 18-footer, with 60 hp., starts with a base price of $2,440. Thirty-footers are built in both two- and four-berth arrangements. Speeds in these round-bilge boats run up to 27 m.p.h.

In its low-priced, sheet-plywood-built line, Chris-Craft includes a variety of craft, starting with the 15' utility runabout at $1635 and running up through a 22' cruiser with either inboard or outboard power and berths for four.

CHRIS-CRAFT CORP., Algonac, Mich.

The Cape Cod Rhodes 18-footer is a popular centerboard racing and day sailing sloop of Fiberglas plastic construction

CAPE COD'S PLASTIC BOAT FLEET

► Sailing craft predominate in the fleet of Fiberglas plastic boats built by the Cape Cod Shipbuilding Co., but it includes outboard powered and rowing craft as well.

In the small-craft line is a new 8' yacht tender, a 9' round bottom dinghy and the 11½' Beverly dinghy in both rowing and sailing models. One of the popular craft of larger size is the 15' Sparkman & Stephens designed Mercury, available in either keel or centerboard model.

A particularly popular sailing craft is the Rhodes 18-footer originally built by Cape Cod in wood, now in plastic. Like the Mercury, she comes with either centerboard or keel. Production of these boats has been stepped up, as last year's demand exceeded the supply. The Herreshoff-designed Bulls Eye is another boat that has been adapted from wood to glass construction by Cape Cod. Famous for 40 years, these 12½' w.l. boats, exceptionally able in rough water, have spread through a habitat that extends from Maine to Florida and Bermuda.

In larger sailing craft, Cape Cod is this winter molding several Fiberglas hulls of the 29' Atlantic Class sloops, the first of which made an outstanding record against her older wooden classmates during the past two seasons. The Fiberglas version of the 24' centerboard, planing type Raven sloops, of which Cape Cod is the molder, have also made excellent records against conventional wooden counterparts.

In the outboard line, Cape Cod features the 15' Stormy Petrel, designed by Sidney Herreshoff, and the 19' hull, finished in either cruiser or open models, designed by Gordon Munro.

CAPE COD SHIPBUILDING CO., Wareham, Mass.

Largest Chris-Craft is the 54' Constellation, sleeping 10

Cape Cod's Plastic 19' outboard cruiser

The Express Martinique is Matthews' latest 42' cruiser

FIVE MODELS OF MATTHEWS 42-FOOTERS

► The Matthews Co., one of five firms still in business that exhibited in the first National Motor Boat Show in New York in 1905, continues to follow its policy of concentrating on one standardized 42' hull, in which are available five distinct models, accommodation-wise—and a wide range of equipment, details and power.

The Matthews show boat this year will be the Flying Bridge Double Cabin. Available with either single or dual control stations, this boat has a large stateroom aft, with twin beds and adjoining toilet and shower room; a forward cabin sleeping two, and a convertible lounge for two more persons in the deckhouse.

Newest of the Matthews models, called the Martinique Express, sleeps four or five, according to the cabin plan selected, has a readily removable canvas top over the bridge and a cockpit nearly 20' long. The Deluxe Sedan, sleeping six, has a large, fully enclosed deckhouse and an after cockpit. The Convertible Sedan is similar, but the bulkhead between deckhouse and cockpit folds away, making one continuous area about 20' long. Either may be had with secondary flying bridge controls. The Sport Fisherman, designed to fish offshore and to accommodate a party of five living aboard, has a special-purpose layout, with a 20' long open cockpit, and such extra equipment as portable fish box, live bait well, fishing chairs, rod holders and other gear.

The Matthews policy is to make continuous improvements to their boats rather than to bring out radically changed yearly models, and the innovations in details in this year's models follow this practice, with new type windshields and altered interior design and decoration. Various options in power plants, both diesel and gasoline, are available in all the Matthews models, giving speeds up to 27 m.p.h. Extra equipment such as hot water, showers, Matthews dinghy launching ladder, automatic pilot, radio telephones, electric refrigeration and galley range and separate generator furnishing 110-v. power are available in all the models.

The Matthews Company is looking forward to 1956 as another year of full capacity production, according to R. E. Reynolds, vice president and general sales manager.

THE MATTHEWS CO., Port Clinton, Ohio.

The Matthews 42' Double Cabin Flying Bridge Cruiser

TWO NEW TRUMPY DIESEL YACHTS

► Two new yachts, *Rumak III*, owned by William M. McKelvy of Pittsburgh, and *Aurora IV*, are typical of the yachts suitable for year-round living for which John Trumpy & Sons have gained a high reputation in the sport during nearly 60 years of building. *Rumak III* is the larger, 79'6" o.a., while *Aurora IV* is 67'6" long, but they have many characteristics in common. Both are of flush-deck type with slightly concave stems; both are double-planked with mahogany, Everdur fastened, and built and equipped to top quality specifications. Accommodations in each yacht include two double and one single staterooms, with separate baths.

"Rumak III," 79'6" Trumpy yacht owned by Wm. M. McKelvy

Both yachts are powered with General Motors diesels, *Rumak III* having two 6-cyl. Model 110s for a cruising speed of 14 and top of 15.5 knots, while *Aurora IV*'s twin Model 6-71s drive her at 12 knots cruising, 13.5 tops. Trials on efficiency of various propellers resulted in the new five-blade type Columbian wheels being used on both yachts. The larger *Rumak III* has a semi-sunken deckhouse above the engineroom and navigating bridge abaft it, while *Aurora IV* has a continuous deckhouse above maindeck level, with the pilothouse occupying its forward end.

JOHN TRUMPY & SONS, INC., Annapolis, Md.

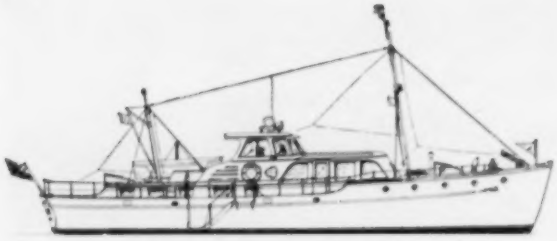
"Aurora IV" is a typical Trumpy diesel yacht, 67'6" o.a.

QUINCY ADAMS AGAIN BUILDING YACHTS

► The Quincy Adams Yacht Yard, for many years known as a builder of top quality sailing and power yachts, but more recently concentrating on Navy construction, is back in the pleasure craft field again. According to its president, Edward D. Whiting, the firm intends to buck the current trend toward building large yachts abroad by offering American quality built craft at competitive prices.

In the past Quincy Adams built such famous yachts as the Bermuda Race winners *Baruna* and *Gesture*, the big ketch *Tioga* (now *Ticonderoga*), and smaller craft down to and including the Quincy Adams one-design class of racing sloops. The first two yachts scheduled for construction in 1956 are a 68' o.a. diesel yacht and an 85' schooner.

QUINCY ADAMS YACHT YARD, INC., 47 Palmer St., Quincy 69, Mass.



This 68' diesel yacht will be built by Quincy Adams

This two-berth cruiser is a new boat in the Century line

Three 1956 Hubert Johnson boats; (top to bottom) the 35 'cruiser, 33' sport fisherman and 30' Sports Skiff

CENTURY ADDS A CRUISER TO ITS LINE

► Century Boat Co., well known for its spectacular line of runabouts, has added a cruiser to its 1956 fleet. This is the Century Vagabond, a lapstrake craft designed for overnight cruising and sport fishing. She has a cabin with two 6'4" bunks, a covered head and an after deck with room for chairs. She is Philippine mahogany planked, screw-fastened, with sliding cabin windows, boarding ladder, foot-controlled gear shift and other features.

The 1956 version of the Century Coronado 20 has a choice of power up to a 285-hp. V-8. Automotive styling and a white Orlon Landau top are distinguishing features, as is her white and turquoise upholstery. She has 7'6" beam, and seats 10. The Arabian, 18'4" long by 6'10" beam, with Bimini Blue hull and Dawn Gray decks, also has a choice of engines up to 285 hp., and advanced styling. The 18' and 16' Resorters, official boats for water ski championships as well as all-around family craft, also have the 285-hp. engine optional in the larger boat, and choices up to 135 hp. in the 16-footer, which is said to make up to 44 m.p.h. Colorful interior decorative schemes are featured here, too.

The Century Viking 19-footer, the lapstrake boat which won open-water speed honors last year, is again featured. She has Philippine planking, 22-gal. gas capacity, extra storage lockers, speeds up to 33 m.p.h., and seats nine.

In the outboard line Century features the sports-car-styled 16' Palomino, with forward steering, colorful paint and upholstery built for high power. The Imperial and the clinker-built Seaflyte are again available in 16' and 14' lengths.

CENTURY BOAT CO., Manistee, Mich.

The Century 16' Palomino, a sports-car-styled outboard

NEW HUBERT JOHNSON SEA SKIFFS

► Three of the boats in the 1956 fleet built by the Hubert S. Johnson Co., shown in the accompanying picture, are the 35' Cruiser, 33' Sedan Sportsman and 30' Sports Skiff. They are built, in traditional Hubert Johnson fashion, to top specifications, with narrow-width lapstrake mahogany or cedar planking, fastened with copper rivets and bronze screws over oak keel and frames, with mahogany decks and teak cockpit decks, and high quality details and equipment. All three are twin-Chrysler powered for high speeds, and the design is one that combines high speed and good handling with ability to take care of themselves in rough water.

The 35-footer, with twin 200-hp. engines, has cruising accommodations for four, with upper and lower berths to port and convertible dinette-double berth to starboard, enclosed toilet room and fully equipped galley. The 33-footer is built either as a special fishing boat, as shown in the picture, or a complete cruiser with accommodations much like those of the 35-footer on slightly smaller scale. The 31' sports skiff has a toilet, sink and lockers under the foredeck, and while not a full-fledged cruiser she can sleep two on the foam-rubber-cushioned engine boxes in the cockpit which, like those in the larger boats, can be protected by a folding top and curtains. Like the 33-footer, she has twin 125-hp. engines.

HUBERT S. JOHNSON MARINE SALES CO., INC., Bay Head, N.J.

Higgins 17-footer with Dearborn Interceptor turns 13 X 16 prop at 4000 r.p.m. and is said to make 45 m.p.h.

HIGGINS FEATURES SIX BOATS AT SHOW

► Six models will be shown at the boat shows by Higgins, Inc. All are planked with mahogany plywood, with inner laminates edge-glued and panels treated in a solution said to make them impervious to decay. These boats carry a five-year warranty on the wood parts. New construction is featured in the 14-footers, whereby cross frames are eliminated and the bottom of the boat made rigid by seven half-oval oak strips on each side of the keel. In addition to adding strength, these form a walking flat which eliminates the necessity of a built-up floor over cross frames.

The Higgins line consists of a 14' Standard Outboard Runabout; 14' Outboard Runabout with center deck; 17' Utility Sport Speedster which may be powered with a 125-hp. Chrysler or 175-hp. Dearborn Interceptor; the 23' Express Cruiser redesigned for additional headroom and having a choice of power; the 23' Convertible, a large runabout; and the 30' Cruiser, single or twin screw model, with sleeping accommodations for six, and dual steering stations.

HIGGINS, INC., Box 8001, New Orleans, La.

The Roamer 35′ welded steel Express Cruiser sleeps six

ROAMER BUILDS STEEL CRUISERS

► Increasing popularity of steel for smaller cruisers is reported by the Roamer Boat Corp., a subsidiary of Chris-Craft. Roamer cruisers, 35′ long with a choice of express, convertible, hardtop and sedan interior layouts, are plated with a special steel alloy said to be corrosion-resistant. Plating is welded, over steel ribs, and is protected against rust by an external coating of Roamer's Chemitrol, and inside by a bitumastic compound which also deadens noise. Mahogany is used for cabin sides, after deck and trim. Power options run up to 400 hp. for twin engines.

Beam of the 35-footers is 11 ft., and accommodations in all four models include galley, dinette, toilet room and berths for six. Lines at the bow are flared out in a way usually found only in wooden boats.

ROAMER BOAT CORP., Holland, Mich.

Lyman's new boat is this outboard-powered 18′ runabout

A NEW LYMAN 18′ OUTBOARD BOAT

► A new 18′ outboard-powered runabout has been added by the Lyman Boat Works to its line as it enters its 81st year in the boat building business. The new craft resembles the 18′ Lyman inboard runabout that was introduced last year, but uses outboard power, taking either one or two motors of from 15 to 40 hp. With one 25-hp. outboard she has been clocked at 20.3 m.p.h.; with two of them, at 27.5. Either a 15″ or 20″ transom may be selected, depending on the shaft length of the motor to be used, and a self-bailing well aft is standard. She has stowage space under the foredeck, optional runabout-type forward steering, and a big midship cockpit with room for fishing chairs, deck chairs or sleeping bags.

Like all Lyman boats, the new craft is clinker built, with overlapping ⅜″ marine plywood planking in narrow strakes, fastened with copper clout nails.

The Lyman inboard boats are the 18′ Islander and Runabout, of similar dimensions—18′4″ long by 6′10½″ beam—but different layouts, and with power optional up to 100 hp., for speeds to 32 m.p.h. Automobile type controls are installed in the Runabout, while the Islander has "family style" layout and a nautical steering wheel amidships. Optional extras in both are toilets, windshields, tops and curtains.

A simple boat of many uses is the Lyman 13′ Leader

The Lyman outboard line includes eight models besides the new 18-footer, in 15′ and 13′ lengths and a variety of interior arrangements. Some are arranged and powered as high speed outboard runabouts, taking motors up to 40 hp. in the 15′ size and 30 hp. on 13′ hulls. Others are specially laid out for fishing, while the 13′ Leader and Ideal, respectively designed for 10 and 5 hp. motors and, in the case of the Ideal, for good rowing performance, are lighter and simpler boats.

LYMAN BOAT WORKS, INC., Sandusky, Ohio.

A family of four can cruise in the Lone Star Cruise Master

LONE STAR MANUFACTURES 26 MODELS

► Lone Star's fleet of aluminum and Fiberglas boats has grown to include 26 different craft for 1956. In addition to the choice of materials, the line is widely diversified in size, speed and utility. In the 12′ to 18′ size range it includes flat and semi-V bottom types, both inboard and outboard powered models, fishing, high-speed, and family utility types. Prices range from $179 for the simplest fishing boat in the line up to $2,995 for a high speed luxury craft.

There are six different models of Lone Star's 21′ cruiser, again with either inboard or outboard power and with a choice of layouts from the open cockpit to the full cabin designs. Prices on the 21-footers start from $1,295, FOB Lone Star's plants, which are located in Grand Prairie, Tex., and in Bremen, Ind. Lone Star features such terms as "Performance Design," "Aqua-dynamic styling," "Power-Bar transoms" and "Lifeguard Flotation" in describing its boats.

LONE STAR BOAT MFG. CO., Grand Prairie, Texas.

The 15′ Constellation is one of the Lone Star Fiberglas boats

The Fairey Fireflies make a hot racing class

O'DAY IMPORTS FAIREY MARINE BOATS

► George D. O'Day and Associates import to this country the Fairey Marine line of sailboats, molded of mahogany plywood by the British company of that name. All are sloop-rigged centerboarders, combining light weight with strength and ease of upkeep, and are designed to be raced by from one to three persons but to carry larger groups for day sailing. The O'Day concern describes the individual models as follows:

The Firefly (12′ long, 90 ft. sail, 230 lbs., $660) has grown in six years to number 1800 boats in 36 countries, including 25 fleets in North America. A fast, sporty dinghy under full rig; with reduced rig a suitable boat for junior training.

The Jollyboat (18′, 160 ft. sail, 360 lbs., $1285) is a planing type boat said to average 14 knots between markers in 18-20-mile winds and to reach 20 knots in bursts, while carrying crew loads up to 500 lbs.

The 5-0-5 (16′6″ or 5.05 meters long, 150 ft. sail, 300 lbs., $1370) is said to have "almost no limit to speed" but to require an expert racing skipper to get top competitive performance out of her.

The Duckling (9′, 54 ft. sail, 100 lb., $368) is a versatile yacht tender that sails, rows, motors or tows well; portable on a cartop or in a station wagon.

The Cadet (10′6″, 55½ ft. sail, 150 lbs., $490), O'Day's newest import, is a hard-chine class racing boat developed for juniors; said to number over 1000 boats in 26 countries.

Another new boat is the Albacore (15′, 125 ft. sail, 280 lbs., $885), and also imported are International 14′ racing dinghies (150 ft. sail, 325 lbs., $1200). Cost of sails is to be added to the prices quoted. Most of the boats are also available in kit form at lower prices.

GEORGE D. O'DAY ASSOCIATES, INC., 9 Newbury St., Boston 16, Mass.

The O'Day imported 5-0-5 won YACHTING's One-of-a-Kind race

The Cruis-Along Angler 22, a new Davis fisherman model

THE M. M. DAVIS CRUIS-ALONG FLEET

► The Angler 22 is a new boat this year in the fleet of Cruis-Alongs built by M. M. Davis & Son, Inc. Built on the Cruis-Along Super Hyplane hull as a rough water fishing boat, she has a hard top and shelter cabin with two berths and optional head, and a roomy cockpit that will accommodate the whole family, or a battery of fishing chairs. Also new is the Sportster 22, an open day boat in this same hull with a large open cockpit or, optionally, a shelter cabin.

Largest of the M. M. Davis fleet is the 27′ Express, mahogany planked, seam-batten cruiser. Her cabin accommodations include upper and lower berths and a convertible dinette, sleeping four altogether; lavatory with full-length mirrored door, completely equipped galley and a large cockpit in which a teak deck is optional. Either one or two engines may be installed.

The Buccaneer is the lapstrake-built boat of the Davis fleet, a big, beamy craft at home in rough water.

The Vacationer 22 has, on her smaller scale, cruising accommodations comparable to the 27-footer, sleeping four, with a full galley and enclosed head. Mahogany cabin sides and transom are standard in both cruisers.

In the outboard-powered line, Davis offers three models, again in the familiar, sea-tested 22′ hull. The Seafarer 22 is the counterpart of the Vacationer, but with single or twin outboard motive power. The Troller 22 is the outboard sister-ship of the hard-top Angler, while the Rover 22 is twin to the Sportster.

Except for the clinker-built Buccaneer, all the Cruis-Alongs are of combination round-V bottom hull design.

M. M. DAVIS & SON, INC., Solomons, Md.

The Buccaneer is M. M. Davis's lapstrake type boat

NEW DUNHAM & TIMKEN YAWL

► A 40′ centerboard yawl, now building at Seth Persson's yard at Saybrook, Conn., is one of the latest yachts from the designing board of Dunham & Timken. Her hull form is of unusual breadth of keel, similar to these designers' High Liners and their recent ketch *Flame*. The new boat is designed for Bahama cruising and long distance racing, and special attention has been given in the design to ventilation and to fresh food storage. A 32′ motor sailer with an experimental rig for ease of handling is now in the development stage by Dunham & Timken.

DUNHAM & TIMKEN, INC., West Mystic, Conn.

This Wagemaker boat is one of their Ply-Lap line with clinker-type bottom surface

WAGEMAKER ADDS FIBERGLAS MODELS

► The Wagemaker Co. offers what it claims to be the largest and most complete line of outboard hulls in America. This manufacturer started years ago with cedar strip-built boats, and subsequently added molded plywood hulls and later all aluminum boats. Last year they brought out their Ply-Lap line, and for 1956 they have added a Fiberglas-reinforced plastic boat to the fleet. The latter, a 15′ runabout with 5′5″ beam, is molded in a clinker-style form which Wagemaker says gives a steady ride and smooth performance.

The Ply-Lap boats introduced in 1955 have hulls of four-layer molded plywood, to which a lap-strake-type surface has been superimposed on the bottoms, giving, Wagemaker says, improved performance. Inside, and on the topsides above the spray rails, they are smooth-surfaced. Their aluminum boats are made with a new stretching process which gives a two-piece hull free from rivet and weld marks.

Both the strip-built and smooth molded plywood lines are said to be as popular as ever, and Wagemaker has recently opened a new plant near Utica, N.Y., to help supply the eastern market. Most Wagemaker boats are in the 12′ to 18′ size range. Their luxury model for 1956 is a 16′ Seafarer molded plywood outboard runabout. The Wagemaker molded ply boats, of five to seven veneers in thickness, are made by a new process said to give a smoother finish and greater strength than older methods. Transoms are re-inforced to take the highest powered outboard motors.

WAGEMAKER CO., Grand Rapids, Mich.

The Seafarer 14 is one of Wagemaker's luxury line

THE EGG HARBOR 30, A NEW CRUISER

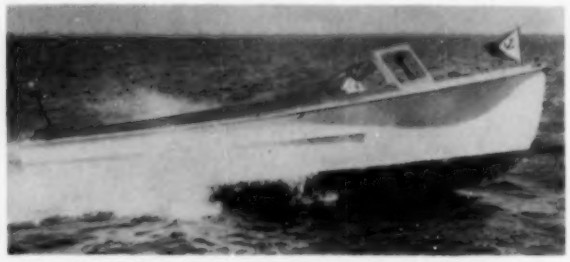
► The Egg Harbor 30 is the 1956 feature of the Egg Harbor Boat Co. A round-bilge, carvel-planked boat, she is of a design slightly enlarged from the familiar Egg Harbor 29-footer and has additional accommodations to make her a comfortable craft for extended family cruising. In a hull 30′7″ long, 10′6″ beam and 2′6″ draft, she has two berths forward, generous locker space, and "eat-four-or-sleep-two" convertible dinette, galley and enclosed head, and a 13′6″ long cockpit the forward half of which is under a shelter top and sides. Twin Chrysler Crown engines give 18-m.p.h. cruising and 25 m.p.h. top speeds and the 100-gal. Monel gas tank provides 10-12 hours cruising range. Structural specifications are high quality, with oak keel, stem and frames, ¾″ mahogany planking and bronze fastenings. Flying bridge controls are optional.

The Egg Harbor 30 is designed for extended family cruising

With complete equipment, the price quoted on this boat is $10,645. She has a 12-v. electrical system. The Egg Harbor boats are now well known all up and down the coast, and the builders report that in spite of increased production facilities their potential output is sold out, except for a few boats, until late in the summer of 1956.

A new Egg Harbor model which will also be available later this year is a 29′ Sport Fisherman, which is now in the design and testing stage.

EGG HARBOR BOAT CO., INC., Egg Harbor City, N.J.



A Marscot Plastics 22′ inboard powered boat of many uses

MARSCOT PLASTIC BOATS

► A diversified line of Fiberglas plastic boats, ranging from 26′ cruisers and sport fishing boats down through various sizes to an 8′ sailing, rowing or outboard dinghy is being turned out by Marscot Plastics, Inc. They are round-bottom models, and include boats for both inboard and outboard power.

A new boat by this company which will appeal to many is the 8′ dinghy, with a beam of 4′ and full lines which give them a carrying capacity of over 1,000 lbs. Styrofoam flotation blocks are built in. The sailing model, with spars, Dacron sail, plywood rudder and centerboard, sells for $375; the rowing model for $196.

Another popular model is the 22-footer, which is available in various arrangements, from an open boat suitable for fishing, club tender service and other uses to a complete cruiser. A 18-footer, for twin outboard power, is priced at $1,495 and a 15½′ outboard fisherman at $685.

MARSCOT PLASTICS CO., INC., 1843 Rodney French Blvd., New Bedford, Mass.

Marscot molds this 8′ round bottom dinghy for rowing, light outboards, or in a sailing model

Typical of large yachts imported by Feadship is "Souris II"

Dining nook of the Colonial 37' Sedan cruiser

FEADSHIP STOCK AND CUSTOM YACHTS

► Feadship, sole agent in this country for a group of Dutch shipyards, imports stock and custom built yachts constructed under their supervision abroad. One of the stock Feadship importations is a 35'6" o.a. cruiser designed by Glenville S. Tremaine, formerly of Elco. This boat is 11'4" beam, 2'8" draft, with steel hull and mahogany superstructure. Two 150-hp. Gray engines give her up to 28 m.p.h. Sleeping quarters are provided for six and she has stainless steel galley, large after cockpit of teak, and complete equipment. Feadship reports they have delivered about 25 of this model in the past year and a half, in addition to other stock models 40' and 45' in length.

Feadship custom-built yachts start at 50' length, and include some of the largest pleasure craft built in recent years. One such is the 90' diesel yacht *Souris II*, built for Thomas B. McCusker, of Norwood, Mass., last year. She is built of teak, with double-planked hull, and equipped for long range cruising. Accommodations include staterooms for six in the owner's party, each room with private bath and shower, and quarters for a crew of five. She is General Motors diesel powered for a total of 600 hp., and cruises at 15 knots. There is a dining salon seating 12, and a spacious lounge on the main deck.

FEADSHIP, INC., 73 Greenwich Ave., Greenwich, Conn.

Feadship has imported several of these steel 35-footers

COLONIAL FEATURING 37-FOOT CRUISER

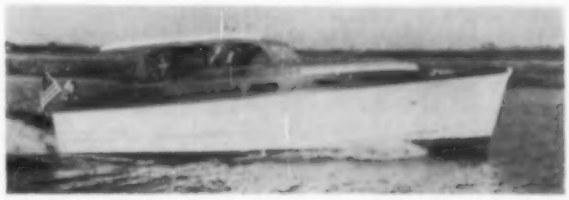
► The Colonial Boat Works, for 1956, is featuring four models of its 37' cruisers—four different arrangements in the Colonial standard hull, which is of combination round-V model. The variations include Sport Cruiser Plan A, sleeping four; Sport Cruiser Plan B, sleeping six; Enclosed Bridge Plan A with three staterooms sleeping six, and Sedan Plan B, with accommodations for eight.

These boats are 37'3" o.a., 11'9" beam and draw 2'10" of water. The keel is white oak, sided 4"; planking 1" white swamp cedar; decks ⅝" marine grade plywood, canvas-covered; bright work African mahogany. Standard power is a pair of Chrysler Crown engines with 2:1 reduction, 12-v. ignition, rubber engine mounts, and hydraulic clutch, said to give 25-26 m.p.h. Additional power for speeds up to 35 m.p.h. is optional.

A flying bridge is optional on all Colonial standard 37' models, and a folding bulkhead is also optional in the Sedan model, a combination especially recommended for sport fishing. Details in the Colonial boats include forward stateroom with port and starboard berths; hanging locker convertible into a shower; dinette convertible into a double berth; gray Formica galley and dresser tops; stainless steel sink; foam rubber upholstery; a sofa convertible into a double bed in the Sedan, and Monel window screens.

In addition to the 37-footer, the Colonial line includes Sport Cruiser and Sedan models of their 32-footer, the Sedan sleeping six in three staterooms. A completely new boat in the Colonial fleet is a 21' runabout, the Empress, which Colonial reports makes 56 m.p.h.

COLONIAL BOAT WORKS, INC., Millville, N.J.



The Colonial Boat Works' 32' Sedan Cruiser, sleeping six

SEAMAN SEACRAFT

► The Seaman 30, a four-berth auxiliary cruising sloop shown in the accompanying picture, and their Lightning Class sloop, are the principal products of Seaman Seacraft for 1956.

In addition, the Seaman fleet includes a 27' centerboard cruising sloop and a 24' power sport cruiser both of which, like the larger Seaman 30, were designed by Wm. H. Tripp, Jr. The sloop, built to quality specifications comparable to those of her larger sister, has four berths, a beam of 8'6", 331 ft. of sail, and draws only 3' with centerboard housed. The sport cruiser is a beamy boat—10' wide—with a large cockpit and a cabin which contains two berths, complete galley, and enclosed toilet room.

SEAMAN SEACRAFT CO., INC., Roslyn, L.I., N.Y.

The Seaman 30 is 30' o.a., 8'6" beam, 4'3" draft; has 424 ft. of sail and a 16-hp. engine; cruises four; is mahogany-planked over oak, with bronze fastenings, lead keel and stainless rigging

The Owens Flagship 35 is a fast, roomy cruiser

THE OWENS FLEET FOR 1956

► Starting with a 14′ outboard utility boat and ranging up to the 35′ Owens Flagship cruiser, the Owens Yacht Co. offers an enlarged and improved choice of craft to boatmen. Owens describes the design of their 1956 hulls as "an improved V-bottom design with a round section hull and a high sharp forward chine." Flagship engines are standard power in all the Owens inboard models.

The new Owens 14s are open, all-purpose outboard craft, of 5-ply ⅜″ marine plywood, while the 16 and 1600 are fast decked family runabouts, of similar construction. The Owens 20 is available in three different forms. One is as a king-size outboard runabout, accommodating deck chairs as well as fixed seating arrangements. Another has an inboard engine, capable of 35 m.p.h. The third is a sport cruiser with overnight accommodations for two.

The Owens 21, longer and beamier than the older comparable model, has additional space and living equipment and can do 30 m.p.h. The 26′ Flying Bridge Sedan Cruiser, next up the size scale, has a double-planked bottom and batten-seam topsides, and offers single or twin screw power options for from 17 to 30 m.p.h.

Two 31′ Flagships are offered, the Two Stateroom Sedan, with cruising quarters for four in forward stateroom and deck cabin, and the Six-Sleeper Express, capable of 32 m.p.h. with two Flagship 6/136 hp. engines. Their double mahogany bottom planking is 1″ thick.

The Owens Flagship 35 combines a large cockpit and bridge with a cabin that is roomy for her length. Twin 6/136 Flagship engines are said to give her 32 m.p.h. Details include 12-v. electric system, hydraulic gear shift, Monel shafts, Goodrich shaft bearings, Monel gas tanks, stainless steel galley counter, foam rubber mattresses, Formica wallboard finished lavatory, 200-lb icebox and connections for 110-v. dockside electric current.

OWENS YACHT CO., INC., Baltimore 22, Md.

Owens offers this fast runabout in the outboard field

NEW CHRIS-CRAFT BUILDING KITS

► Two new boats featured in the Chris-Craft 1956 line of kits for the home-builder are a 16′ runabout and a 22′ express cruiser. The 16-footer is a twin-cockpit type said to handle high-powered motors. The basic kit includes all wooden parts, fastenings, seam compound and other components. The boat is V-bottom, with 6′4″ beam.

The 22′ kit cruiser strongly resembles a factory-finished Chris-Craft costing twice as much, according to the suppliers. Some of the assemblies like the stem, frames and transom are shipped pre-fabricated, other parts pre-cut and machined. A four-berth layout with galley and toilet facilities can be installed. Separate kits for the cabin and other interior joiner work are available for later installation in an already built hull.

Chris-Craft's new 16′ Custom Runabout, built from a kit

The full Chris-Craft kit line starts with the 8′ pram, for $58, and includes various models of 12′, 14′, 15′ and other size boats designed for fishing speed, or other purposes.

CHRIS-CRAFT CORP., Algonac, Mich.

Penn Yan 12′ Flier Cartop Model QXH

PENN YAN HAS NEW LINE

► What is said to be a radically new and different boat, combining a framed hull with sheet and molded marine plywood is announced by the Dynamold division of Penn Yan Boats, Inc. These new boats will be shown at the New York show for the first time, joining the long list of craft built by this company.

Composite construction (wood covered with fabric and plastic) is used in their Cartop (T/M Reg.) models available in 12′ and 14′ lengths; the Trailboats, 16 models ranging from 12′ to 14′ designed for hauling on trailers; the Swifts, high-speed heavier craft in 10′, 12′ and 14′ lengths, which include the Penn Yan Ski-Tow Swift used for towing water skiers; Canoes, the old-time part of the line, available in sizes from 14′ to 18′; Penn Yan Dinghies in the Yachtsman series of heavy composite construction in 8′, 9′ and 10′ sizes, and the Aerodinghies of light composite build available in 7′, 8′ and 9′ lengths.

Over 130 models of heavy all-wood craft are also available in the patented double-plank Striptite construction, which provides a moisture barrier of Penathene plastic between the two hulls. These craft come in a variety of deck and seating arrangements, finishes and upholstery.

PENN YAN BOATS, INC., Penn Yan, N.Y.

14′ Penn Yan Seagoer Trailboat Model WGD

The Thistle is a planing 17-footer built by Douglass & McLeod which now numbers up toward 1000 boats in North America

THISTLE AND HIGHLANDER SLOOPS

► Two of the popular classes of planing-type racing and day-sailing sloops are the Thistle and Highlander, built by Douglass & McLeod. While both are roomy boats suitable for taking a crowd day-sailing, both distinguished themselves in YACHTING's last One-of-a-Kind series, the Thistle finishing second and the Highlander tied for third among 27 boats of as many different classes.

The Thistles have now passed the 900 mark in number of boats actively racing, in 70 different fleets in North America. This boat has a full complement of racing sails, including parachute spinnaker and genoa jib. The 17′ hull, of five-ply molded mahogany construction, weighs only 300 lbs., making her a handy boat for trailer transportation. She is dry and able enough to need no decks, and as a result has room in her for a big sailing party.

The Highlander, a newer class, is a half-decked 20-footer of similar type, rig and construction. Light weight and hard bilges help make her a fast planing boat, and she has a cockpit that seats 10 comfortably and can be converted for limited cruising.

Both boats are all-mahogany in construction, with stainless steel rigging, swaged fittings, chrome-plated hardware, roller reefing gear and halyard winches built into the mast. Both are available in kit form as well as finished, the kits including the molded hull, all wooden parts, spars, hardware and rigging. They are distributed through a number of dealers and builders both here and abroad.

DOUGLASS & McLEOD, INC., Box 311, Painesville, Ohio.

Douglass & McLeod's Highlander is a 20-footer with full racing rig, decks, and the ability to get up and plane

THOMPSON DESIGNS FOR FAMILY USE

► The 1956 line of Thompson Bros. Boat Mfg. Co. has been designed for family use and features three basic clinker hulls: the 14′ Sea Skiff; 16′ Sea Coaster; and 18′ Off-Shore. All have been re-designed with clipper bows and new forward sections designed for rough water. The Special models have a mid-deck, with walk-through feature, so the steering wheel can be mounted in the bow or farther aft in the boat. The Deluxe model is available with two cockpits and walk-through design.

Thompson 18′ Off-Shore accommodates dual outboards

Largest in the clinker line is the 18′ Off-Shore. She has automotive safety glass in the wooden-frame windshield and side shields, and comes complete with hardware, such as running lights, chocks, cleats, lifting rings, steering wheel, cables and pulleys. The large cockpit provides room for folding chairs. A toilet may be installed at additional cost, and custom fitted tops are available.

A new type of construction is featured in Thompson's Lap-Chine boats, which are said to have additional strength and an easier ride. This line includes 12′ and 16′ models available in three styles: the Hi-Speed Fish Boat with a short 18″ deck, the Runabout with long deck, and the Super Deluxe model. Lap-Chine boats have a wide piece of plywood on the bottom and three clinker laps going around the bilge of the boat.

Also available are a 14′ and a 16′ Thomboy, a strip built boat which may also be had with Fiberglas bottom up to the spray rail, or full glass covering, gunwale to gunwale, at extra cost.

The canvas-covered Take-Along models are lightweight boats encased in plastic coated canvas, and come in 12′ and 14′ lengths, and 16′ canoe design.

THOMPSON BROS. BOAT MFG. CO., Peshtigo, Wis.

The Arkansas Traveler 16′ Heavy Duty Utility uses 30 hp.

ARKANSAS TRAVELER BOATS

► One of the broadest lines of aluminum outboard boats is the Arkansas Travelers, which range from a 9′ fishing scow to a 20′, 30 m.p.h. cruiser.

The Fisherman Series, flat-bottomed and square-bowed, includes eight boats 9′ to 16′ long, some with Constant-Flow Live Wells. The Anglers, flat bottomed but sharp-bowed, include three 12′ and 14′ models. The Explorer Series of one-piece semi-V hulls is offered in 12′ and 14′ lengths.

A new Utility, UT-14F has a 36″ foredeck, and motor rating for all Standard Utilities has been raised to 18 hp. Heavy Duty Utilities, in 14′ and 16′ sizes, some with 5′ foredecks, are of heavy aluminum sheet construction and rated for motors up to 30 hp. The 14′ Sportsman series, rated for 40 hp., have twin cockpits and are available with windshields, steering wheels, and other equipment.

SOUTHWEST MFG. CO., 2008 E. 14th St., Little Rock, Ark.

Outboard model of the Trojan Sea Breeze 18-2

TROJAN CRUISERS AND RUNABOUTS

► The Sea Breeze 18-2, newest of the Sea Breeze line of the Trojan Boat Co., is available in either inboard or outboard power models. A 72-hp. inboard engine is reported to drive this 18-footer up to 30 m.p.h., while outboard models are arranged to either one or two outboards of any size. Under the fore deck of this boat are two berths and a toilet, and a large hatch provides cabin ventilation as well as a safe place to handle ground tackle.

Another Trojan boat is the Sea Bee, a 17′ inboard powered runabout with a 110-hp. Graymarine engine said to give speeds up to 40 m.p.h. and plenty of power to handle multiple ski tows. Depth of cockpit and life preserver cushions are safety features. Design features reported are wrap-around windshields, mahogany planked fore decks, and automotive type reverse lever on the steering columns.

Besides these boats the Trojan 1956 line includes the Model 25-4 Sea Breeze inboard cruiser, sleeping four with galley and toilet room, a 25-footer; the 21-2 Sea Breeze cruiser for either inboard or outboard power, with accommodations for cruising two, a 21-footer; and the Sea Queen outboard runabout. The latter is available in a variety of interior arrangements to suit individual requirements. They are mahogany plywood-planked with mahogany decks, salt-water fastened, and worm-and-pinion push-rod steering is available in all models and standard in the top-quality Custom Sea Queen Model.

TROJAN BOAT CO., Lancaster, Pa.

The Trojan Sea Bee is an inboard-powered ski-tow boat

BEETLE ADDS TWO NEW MODELS

► A line of 14′ outboard runabouts and a 21′ boat for either inboard or outboard power have been added to the extensive Fiberglas plastic fleet of the Beetle Boat Co. The 14-footers, offered in three interior arrangements for fishing or other uses, are said by Beetle to be the beamiest boats of their size and type offered, being 6′2″ wide amidships, 5′5″ at the stern with 35″ depth of hull. They use motors up to 40 hp.

The 21-footer, designed by Eldredge-McInnis, has 8′2″ beam and bow freeboard of 3′6″. She is offered in two models, a cuddy-cabin boat for fishing and other utility, and a cabin cruiser. The latter version has two 6′6″ bunks, galley and enclosed head. Beetle also builds a 24-footer in either utility or cruiser models, the latter with two berths, toilet room, galley and 6′1″ headroom. Other Beetle outboards are the 15′3″ BB Relaxer and 12′3″ BB Flyer.

Beetle's BB Swan, 12½′ long by 6′4″ beam, is a modernistic version of the old Cape Cod catboat type

In the sailing division of the fleet, the Beetle-molded 12½′ Tech dinghy has become widely popular, especially for intercollegiate racing. The BB Swan, of the same length, is a beamy craft of the catboat type, 6′4″ wide, with Styrofoam flotation and aluminum spars. Down the scale in size are the 8′3″ BB Duck and the 10′3″ BB Fisher, for rowing or outboard use, and similar craft, designated as the BB Sailer and BB Gull, equipped as sailing dinghies. They also make a 9′ yacht tender, and a plastic-molded fishing chair for sport fishermen.

BEETLE BOAT CO., Foot of Grinnell St., New Bedford, Mass.

The new BB Baitcaster, a beamy 14-footer

SAILBOAT CLASSES BUILT BY GRAVES

► James E. Graves, Inc. and its associated Marblehead Yacht Yard are resuming, after a four-year lapse, construction of their 12′ Waterbug cat-rigged sailboats. An unusual feature of the construction of these boats is that they have round Fiberglas plastic bows, the rest of the boat being plywood. They are popular for sailing instruction and racing in New England.

Graves is a builder of both the 110 and 210 Class racing sloops designed by C. Raymond Hunt. The 110s, which are 24′ o.a. fin keel racing sloops, now number nearly 600 boats in 36 fleets widely distributed in this country and abroad. Graves offers both complete boats of this class and home building kits, wtih frames, chines and topside planking permanently attached. The 110s carry mainsails, working and genoa jibs, and spinnakers.

The 210, 27′8″ long but in general characteristics much like the 110, is also a widespread and popular racing class, especially active on Massachusetts Bay and Long Island Sound. She will accommodate six to eight for day sailing. Both boats are plywood planked over sawn frames.

JAMES E. GRAVES, INC., YACHT YARDS, 89 Front St., Marblehead, Mass.

A Hinckley 36 Special yawl under racing canvas

HINCKLEY BUILDING MANY AUXILIARIES

► One of the most active builders, if not the most active, of auxiliary cruising yachts in the U.S.A. at the present time is Henry R. Hinckley & Co. of Southwest Harbor, Maine, now in capacity production on Hinckley 36s, Hinckley-Owens 40′ cutters, and a custom built ocean racing yawl that will be the largest of her type built in this country this year.

The Hinckley 36′ yawls, designed and developed by Mr. Hinckley himself, are again being built in three models in the now well-known standard hull. Known as the Custom, Standard and Special models, these boats vary considerably as to interior layouts, equipment and other details, the Custom being the model that "has everything" while the Special is the "economy" member of the family. The 1956 Hinckley 36s will have a number of minor improvements. For instance, cabin tops are now of ¾″ molded marine plywood, without deck beams, a construction which Hinckley says provides a stronger and more rigid deck in addition to increased clear headroom in the cabin. The Custom and Standard models have improved engine installations with 12-v. ignition systems.

The Hinckley-Owens 40s, cutter-rigged, have made an enviable record in ocean and long distance racing under many skippers and in various parts of the country from the Great Lakes to Florida. Production on these this year will be limited because of the number of 36s and of larger yachts being built by this yard. Among the latter is the 73′4″ o.a. yawl of Sparkman & Stephens design which Hinckley is building for Harry Haskell, of Wilmington, Del., and which is regarded as a likely starter in this year's race to Bermuda.

Yachtsmen who cruise to Maine, whether in Hinckley boats or others, are familiar with the Hinckley yard at Southwest Harbor. In addition to fuel, water and ice, the Hinckley docks make available supplies, hardware, vacuum cleaning for your craft below decks, guest moorings, mail service, shower rooms and other conveniences. Marine railway, and hull, engine and rigging repairs are available to visiting yachtsmen.

HENRY R. HINCKLEY & CO., Southwest Harbor, Maine.

VICTORY 22 HEADS CUSTOM-CRAFT FLEET

► A new Victory Series of outboard cruisers in the 19′, 21′ and 22′ class is being offered in kit form by Custom-Craft Industries. Styles to choose from are the express, sedan and Twin-Trunk models, and a 22′ Dinette Sedan said to sleep four persons.

Custom-Craft 22′ Victory, built from kit, sleeps 4

Other boats among the 70 individual models available which can also be had in kit, "semi," or finished form, are the Thunderbolt Series in 13′, 14′, 15′ and 16′ models. A pontoon-type transom called the Flying Stern is featured in this series, and is said to add performance as well as style to the boats.

New two-tone color treatments have been worked out, plus the use of natural and stained mahogany throughout the line; and wrap-around plastic windshields, as well as the conventional type, are available on almost every model.

In addition to its finished or kit boats, in sizes all the way down to 8′, Custom-Craft can furnish hardware, accessories, boat plans and patterns.

CUSTOM-CRAFT INDUSTRIES, Buffalo 7, N. Y.

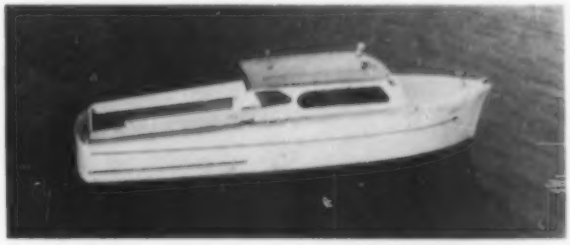
Plenty of room in 30-foot Safticraft Sportster cockpit

SPECIAL STEEL USED IN SAFTICRAFT

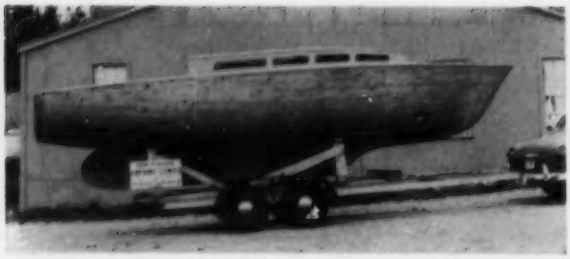
► High resistance to metal fatigue and a weight saving up to 25% is stated by E. W. & A. P. Dupont, Inc., to be due to the use of "Jalten alloy" steel in the construction of their SaftiCraft boats. An example of the materials used is given in the specifications for the 26′ sedan cruiser: bottom and side plating, 11 gauge; deck plating, 12 gauge; framing, long and transverse, ⅜ × 2½ bar; keel, ⅜ × 3 T-bar. After welding, the hull is sandblasted, then sprayed with five coats of high-grade marine paint outside. A stainless steel rub strip is featured all around the deck and sides of the hull aft. The cabin sides are ¾″ marine plywood while the top is Fiberglas-covered ¾″ marine plywood.

The SaftiCraft fleet comprises a 26′ Sportster and Sedan; a 30′ Sportster, Deluxe Sedan, Flagliner Sedan and Express; 34′ and 36′ Flagliner Express models; a 38′ Convertible Flagliner Express, and a variety of service launches from 30′ to 38′.

E. W. & A. P. DUPONT, INC., Morgan City, La.



26-foot Safticraft Sportster powered by 175 hp. V8



A semi-completed 25′ Amphibicon at Mt. Desert Yacht Yard

MT. DESERT LIGHT-DISPLACEMENT AUXILIARIES

► The Mt. Desert Yacht Yard is devoting its energies almost entirely to the light-displacement auxiliary yachts for which its designers, E. Farnham Butler and Cyrus Hamlin, have become so well known. These "Controversy-type" boats range from a 37-footer down to the 25′ Amphibicon, a "trailerized" auxiliary. The latter cruising sloop sleeps four, is designed for trailer transportation, and meets the needs of many families who have outgrown small racing boats, or who are stepping down from larger, heavier cruisers.

The Amphibicon has proved her qualities from the Great Lakes to Florida. She is 25′5″ o.a., 21′8″ waterline, 7′9″ draft, draws 2′4″ with centerboard up and carries 266 ft. of sail. Her displacement is only 3,900 lbs. She is of glued-strip construction, with Merriman fittings and Zephyr aluminum spars, and is available in various stages—a basic kit for home construction at $1390; semi-finished boat for $2895, or custom finished for about $5,500.

Other standardized light-displacement auxiliaries from Mt. Desert include the Controversy 36; 37′1″ o.a., 10′1″ beam, drawing 5′4″, sleeping seven or eight and priced around $18,000; the C/30, accommodating four to six; the C/26 accommodating four and the Maine Coast Class, 24′ o.a., 6′9″ beam, 3′6″ draft, developed to the Midget Ocean Racing Club rule. A new keel-centerboard sloop being put into production, 24′1″ o.a., displacing 2400 lbs., will be priced under $4,000.

MT. DESERT YACHT YARD, INC., Mount Desert, Maine.

ROBERTS POWER AND SAIL KITS

► An 18′ cabin cruiser, for either inboard or outboard power, and a 13½′ Blue Jay sloop, are among the wide choice of boats offered by Roberts Kit Kraft, Inc., in kit or finished state. The cruiser, with 7′2″ beam, sleeps two and has full sitting headroom in the cabin. Bottom and side panels are marine plywood, frames solid mahogany. Frames, transom and stem of the kits are assembled, beveled and notched at the factory. The boat is reported to make 30 m.p.h. with a 60-hp. inboard engine, 20 m.p.h. with a 25-hp. outboard.

The Blue Jay is the centerboard racing sloop which has had a big growth in the past year or two on Long Island Sound and elsewhere as a Junior racing boat and for adult day sailing. She is 5′2″ beam, carries a sloop rig of 90 sq. ft., and weighs 275 lb. Prices on the Blue Jay range from $350 for the complete kit with all parts precut and shaped to $745 for the finished boat with all spars and rigging.

ROBERTS KIT CRAFT, INC., Branford, Conn.

The Blue Jay is a popular racing class, built by Roberts Kit Kraft and available either as a kit or in finished condition

The Roberts Kit 18′ cruiser makes better than 30 m.p.h.

UNUSUAL YAWL BY ROSENBLATT

► M. Rosenblatt & Son. report increased activity in both yacht design and brokerage during the past year. An unusual new yawl of their design is *Framar II*, owned by Frank H. Wheaton, Jr., of Ocean City, N.J. She is 58′ o.a., 43′4″ waterline, 16′3″ beam, 4′8″ draft with centerboard up, and has a GM 4-51 auxiliary diesel engine. Cruising accommodations are said to be exceptional, sleeping eight persons and having a main cabin as large as that of a power yacht of her length.

M. ROSENBLATT & SON, 111 Broadway, New York 6, N.Y.

The Inland Seas steel 36-footer has quarters for six

INLAND SEAS STEEL CRUISERS

► Thirteen layouts in four different hulls are offered the boatman as a choice of Inland Seas steel cruisers for 1956. Smallest is a 22′ Sport Cruiser, with berths for two and an enclosed head under a raised deck. In 26′ length there are a day cruiser, also with two berths and head, and a Flying Bridge Sedan with folding or permanent top, four berths, separate toilet room and galley. Four models of the 32-footer each sleep six, and are described as the Enclosed Sedan, Flying Bridge, Deckhouse and DeLuxe Fisherman. Three 36-footers are a Flying Bridge, Deckhouse and DeLuxe Fisherman.

The Inland Seas steel hulls are Vinyl plastic coated inside and out for protection against rust, and this coating can be touched up with a brushing grade of plastic if a spot wears through. Forward sections are concave. Single or twin screw power is optional, as is diesel power in the larger boats, and speeds are said to reach 30 m.p.h. Tandem axle trailers can be furnished with the 22′ and 26′ boats. Superstructures are of Philippine mahogany. All models are said to be salt-water equipped.

INLAND SEAS BOAT CO., 3457 W. 140th St., Cleveland 11, Ohio

25' Junior Holiday has ample freeboard and a round-bilge hull

25' JUNIOR HOLIDAY AUXILIARY SLOOP

► The Dutch-built 25' Junior Holiday, sold by Holiday Yachts, has features found usually only in much larger auxiliaries. Although she is only 25' in length and 6½' beam, four persons are berthed, with two inside bunks and a cockpit that makes up into a double bed. Junior is built of oak frames and African mahogany planking with glued seams and bronze fastenings. A 10-hp. Kermath inboard furnishes auxiliary power. Light in weight, 2600 lbs., she can be hauled on a trailer, also available through Holiday. Other popular models offered are the 23' Sailor, an outboard auxiliary with let-down mast, and the 35' Mariner off-shore sloop. All Holiday yachts are built in Holland under American supervision and custom designs up to 102' are available.

Prices quoted on the Holiday yachts include: the Junior Holiday, $4449; the Sailor, $3080; the Mariner, $12,500; the Roadskipper trailer for the Junior, $550. Among the Junior Holidays recently ordered are a group of six boats for St. Petersburg, Fla., yachtsmen who plan to race them as a one-design class. Their draft of only 3'4" makes them practical for Florida's shoal waters.

E. M. JOHNSON, HOLIDAY YACHTS, INC., Centerport, N.Y., or CAPT. W. E. HARRINGTON, HOLIDAY YACHTS, INC., Lighthouse Point, Pompano Beach, Fla.

This 65-footer (above) and 54-footer (below) are typical Holland-built yachts by ADOLF LE COMTE CO., Inc., P. O. Box 117, New Rochelle, N.Y. American-designed by Frederick K. Lord, they have steel hulls with teak decks and superstructures, twin GM diesel engines, and each has three large double staterooms and two complete baths. The Le Comte yachts and their equipment are of top quality and up-to-date equipment in every respect

The Swedish - built King's Cruiser, showing her snug, handy, inboard sloop rig of 270 sq. ft. and her attractive profile. She is 26'9" o.a.

SWEDISH BOATING IMPORTS

► The King's Cruiser and her two larger sisters, the Royal 32 and 35, are imported to this country by Swedish Boating, Inc., who also bring in two runabouts, the 21' and 24' Baltics, and Penta marine engines. The King's Cruiser, first seen here at last year's Chicago show, is 26'9" o.a., 19' waterline, 7'3" beam, 3'11" draft, with 270 ft. of sail and a displacement of 4,250 lbs. An unusual combination of full width berth forward with extension running back amidships provides sleeping space for from two to four, and she has a galley and boxed-in head.

The two larger boats have four full berths, enclosed toilet rooms, lockers and larger galleys. Dimensions are in proportion to their 35' and 32' over all lengths. Construction details include mahogany plank, elm frames and teak decks. Swedish Penta or American-made engines are optional. The runabouts, with 50-hp. Penta engines, make 20 to 24 m.p.h.

SWEDISH BOATING, INC., 103 Park Ave., New York, N.Y.

Several new features are incorporated in the Sailfish

NEW FEATURES IN SAILFISH

► Alcort, Inc., manufacturer of Sailfish and Sunfish, which are perhaps best described as sailing surfboards, reports a number of new features in its craft which will be seen at this winter's boat shows. For the first time, a Sunfish home-building kit is available. A new plastic-surfaced plywood is being used to give the hulls smoother finish and greater durability. A new mast design incorporates an aluminum base, giving greater strength. Orlon and colored nylon sails will be available, at slightly higher cost than cotton sails, to both present and prospective owners of these fun-producing sailing machines.

Alcort reports that 1100 more boats joined the fleet in 1955, bringing the total up to some 6,000 in this country. They race as one-design classes in some waters.

ALCORT, INC., P.O. Box 1345, Waterbury, Conn.

This 47-foot Stephens stock model sleeps six

STEPHENS BROS. 1956 CRUISER FLEET

► An increasing demand especially for the sports type of cruisers is reported by Stephens Bros., Stockton, Cal., builders. Their emphasis this year, they say, will be particularly on the Stephens 26 Express, introduced during 1955, and the 36′ flying bridge model. In addition to those two popular craft, Stephens Bros.' stock line for this year includes 32′, 42′, 47′ and 53′ cruisers. All except the 26-footer are available with either sedan or flying bridge interior arrangement.

In line with their policy of "custom cruisers at stock boat prices," Stephens offers their customers interior arrangements built in to individual specifications in the three larger sizes. Two still larger craft, one 60′, the other 69′, are also in the works, as is development of a new 34′ express cruiser.

Features common to the entire Stephens fleet for 1956 include: twin screw power, Chrysler or General Motors engines, Monel fuel and water tanks, B-J rubber bearings, Philippine mahogany planking, exterior and interior trim of Honduras mahogany. Primavera interior joinerwork may be substituted for the Honduras at no extra cost.

Stephens cruisers are built on a model they describe as "round-V," with molded sections forward fairing into hard chines aft. Designed for western waters, they say, the bent frames forward give an easier entrance and eliminate pounding in heavy seas, while the hard chines and flat run aft increases stability and reduces squatting at high speeds.

STEPHENS BROS., INC., 345 No. Yosemite, Stockton, Cal.

The Stephens 26 has 6′1″ headroom, sleeps four

LEEK PACEMAKER CRUISERS

► Their Pacemaker cruisers in 29′ and 33′ lengths are built by C. P. Leek & Sons, in a long-established New Jersey yard where three generations of the Leek family are now active in designing and building.

The 33′ Pacemaker, with 10′7″ beam and 2′6″ draft, is a round-bilged, carvel-planked boat developed by the Leeks from their earlier sea skiffs. She is planked with clear cedar over oak keel, stem and frames, bronze screw fastened. The standard interior layout provides a double stateroom, convertible dinette-double berth, galley, toilet room and lockers, and still leaves a roomy cockpit half the length of the boat, with its forward end either open or sheltered according to the model chosen. Single or twin engines are optional, with speeds from 14 m.p.h. cruising to 25 m.p.h. top.

The 33′ Express model Leek Pacemaker does up to 25 m.p.h.

The 29-footers are similar craft just a size smaller. Both models have an excellent name for seaworthiness, earned in open ocean waters and in their ability to run the east coast inlets under difficult weather conditions.

C. P. LEEK & SONS, INC., Lower Bank, N.J.

Winner's 12′ Wasp is a utility runabout

WINNER PLASTICRAFT'S 10 MODELS

► Ten outboard runabouts, 16′ to 12′ long, are included in the Winner line of PlastiCraft for 1956. Three of these boats are being presented for the first time at this winter's boat shows—the 16′ Viking and the 14′ Savage, a deluxe model, and Scorpion, a 14′ utility boat. The Viking, deep and roomy, is designed to use today's high horsepower motors and take rough water. Both the Savage and Scorpion have long Fiberglas reinforced plastic fore decks.

Another 14-footer, brought out a few months ago, is the Scimitar, built with the bay fisherman in mind and having a two-foot foredeck. She carries six, uses motors from 5 to 25 hp., and is adaptable to water-skiing. Three other 14-footers are the Sea Dart, Sabre and Scarab, all taking motors up to 40 hp. and available with either plastic or wooden decks. In the 12′ size Winner offers the deluxe Warrior and two utilities, the Whiplash and Wasp.

Striking color combinations in reds, blues, greens and white are molded into the one-piece Winner Fiberglas-reinforced plastic hulls.

WINNER MFG. CO., INC., Trenton 3, N.J.

Two sister ships of this 45′ steel-hulled ketch, of the Lyon & Barney Pavane Class, are being built in Holland, one with a 4-51 GM auxiliary and the other with twin Grays. She is 35′ l.w.l. and with board housed draws only 4½′.
LYON & BARNEY, INC., 70 Mason St., Greenwich, Conn.

This 23′ cruiser was built from a U-Mak-It kit

U-MAK-IT HOME BUILDING KITS

► Complete kits for home assembly of a variety of boats ranging from an 8′ pram dinghy to a 23′ inboard power cruiser are offered by U-Mak-It Products. U-Mak-It runabout and cruiser models are supplied with ready-assembled frames bevelled to the curvature of the planking and notched for chines, battens and keel. Each part is identified, and illustrated building directions are provided. Brass fastenings, marine weldwood glue, plywood bedding compound and other essentials are included.

Smallest U-Mak-It boat, the 8′ Jo-Jo pram, is priced at $47, and may also be had with a sailing rig. The 12′ Pal is next up the scale in size, and then come six 14′ and three 16′ boats in a variety of designs for fishing, general utility, or flashy fast runabout performance.

In the 18′, 21′ and 23′ sizes, the U-Mak-It boats are designed for either inboard or outboard power, and may be finished up as open boats or full-fledged cruisers. Or one can build the open boat first and later on add the the separate deck and cabin kit that makes her a cruiser. The cabins have sliding side windows, full length bunks, and space to build in a galley and head. In the outboard models, there is a self-bailing motor compartment aft. In the inboards, U-Mak-It kits are available with shafts, propellers, rudders, struts, fuel and electrical connections and steering mechanisms.

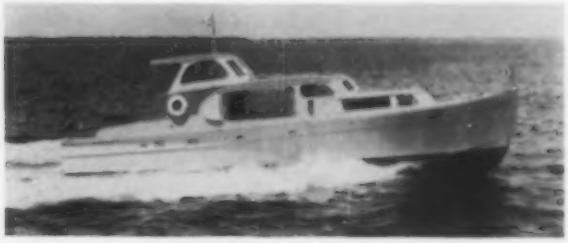
U-MAK-IT PRODUCTS, 701 Whittier St., Bronx 59, N.Y.

Jafco's new Seamaster 23 has a roomy cockpit

TWO NEW JAFCO BOATS

► Two new models are included in the Jafco fleet for 1956. The Sportsmaster 18, described as a "sports car of boats," is said to make 45 m.p.h. with a Dearborn Interceptor 175-hp. engine, which is under a midships deck with cockpits forward and aft. The new Seamaster 23 is also a fast boat, with a roomy utility-layout cockpit design. Jafco's more familiar Seamaster 18, Seamaster 21 and Seamaster 25 are again available, with 1956 improvements. These are all lapstrake, mahogany-planked, semi-V hulls, with a wide range of engine selections. Jafco is also U.S. distributor for the Canadian-built line of Shepherd runabouts, luxury craft with speeds said to run up to 50 m.p.h.

JAFCO MARINE BASIN, INC., 2192 Niagara St., Buffalo 7, N.Y.



"Skilligalee," a Huckins Sportsman 40, makes 32 m.p.h.

HUCKINS FAIRFORM FLYERS

► Huckins lists 28 Fairform Flyers for 1956, all twin-screw cruisers that plane at 11-19 knots and over. All have the Huckins Quadraconic hull, double-diagonal mahogany planking, bronze fastenings, white oak framing and laminated keels. Fairform controls, electric toilets and pressure water systems are standard on all models; gas cooking, water and cabin heating optional; electric refrigeration standard on all 48′ and up, optional below that size.

In the 34′ hull Huckins offers the Pro Bono four-berth cruiser; Menemsha, a fisherman with three or four berths; and Gurnet and Celerity, day boats sleeping two. Standard power in the 34-footers is V-drive Chryslers, for 30½ m.p.h. A new 40-footer is the Sportsman, designed for fishing and cruising, with five berths, bathroom and shower, open bridge above the engineroom which houses twin Chryslers for 32 m.p.h. Other 40s are the Doghouse and Seafarer, each a double-cabin boat sleeping six and good for 30 m.p.h. With twin GM 4-71 diesels, a Sportsman 40 cruises at 21 knots and has a top speed of 27.3 knots.

Four different 45-footers are included, in two of which GM diesels are optional instead of the standard twin Chryslers. Also optional in this length are midship or stern enginerooms, the latter with V drives.

Models with GM diesel power installed aft include the offshore 48, Seafarer 48, and Offshore and Bahamian 52s, each of which sleeps three couples in separate rooms. The Linwood and Corinthian 52s sleep eight in four compartments. The Caribbean 60 and Seafarer 64-footers sleep four or five couples in separate staterooms, or additionally luxurious owners quarters where fewer people are carried. They are GM or Cummins diesel powered.

HUCKINS YACHT CORP., Jacksonville 5, Fla.

A 45′ Huckins Corinthian model; G.M. diesels are optional

TOD CLASS FIBERGLAS SAILBOAT

► A 12′ Fiberglas sailboat is being introduced by British Marine Products, Ltd. Known as the Tod Class, this sailing dinghy is made by W. & J. Tod, Ltd., in England. All hulls are produced from the same mold, with centerboard trunks and foredeck molded integrally with the hulls. The boat comes complete with sails, mast, fittings, ropes, and hardware. Other Fibreglas boats made by this firm and sold through British Products include 9′ and 12′ dinghies, 9′ and 12′ sailboats, speedboats, and a 20′ two-berth cruiser.

BRITISH MARINE PRODUCTS, LTD., 80 Shore Rd., Port Washington, N.Y.

Mobaco's Cadet is a steel-hulled 30', six-berth cruiser

YACHTS IMPORTED BY MOBACO

► A wide variety of pleasure craft, power and sail, cruising and racing, large and small, wood and iron construction, is included in the importations from Dutch and other foreign yards by Mobaco Marine. Among the yachts they are particularly stressing for 1956 is the Calypso, a 41' o.a. full-powered, ketch-rigged auxiliary cruising boat with 12'6" beam, 4'3" draft, 673 ft. of sail, 73-hp. Gray engine, and comfortable quarters for five. She is steel built, with teak decks. The Dutch Treat is a 25' o.a., 7'8" beam, two-berth auxiliary sloop with toilet, galley and good sized cockpit, selling for $4750. She is of V-bottom model, with 1400-lb. iron ballast keel and 245 ft. of sail.

In the light racing sailboat line, Mobaco particularly features the Flying Dutchman, a fast planing type centerboard sloop, 19'10" long, 5'7" beam, with 180 ft. of sail. The hull is of molded marine mahogany plywood, spars hollow spruce, centerboard and rudder aluminum. Price is quoted as $1226.50 without sails, and kits are available.

Some of the other Mobaco importations are: Eastward Ho, a compact, four-berth, 23'5" cruising sloop, with 25 hp. motor. Zeeland, a racing-cruising yawl 37' o.a., 27' w.l., 10' beam, 5'4" draft, with berths for six and a 25-hp. auxiliary. Indian Scout, a junior racing sloop of molded plywood construction, 12'6" long, 4'8" beam, 78 ft. of sail, priced at $675. Blue Jay, a V-bottom racing and junior training sloop 13'6" long with 90 ft. of sail.

In the power line, Mobaco has the Cadet, a steel-hulled cruiser 29'6" o.a., 10'2" beam, sleeping six in forward and after cabins. Her power is a 165-hp. Gray with reduction gear. There is also a 26-footer, planked with mahogany plywood over oak frames, with a 100-hp. Gray.

MOBACO MARINE, 375 Fairfield Av., Stamford, Con.

The Flying Dutchman is a planing type racing sloop 19'10" long, of molded plywood, imported by Mobaco

BRISTOL MARLIN, BONITO AND BLUEFISH

► Newest and largest of the craft built by Bristol Boats is the 42' Bristol Marlin, a sport fisherman with roomy accommodations for four combined with a large cockpit suitable for fishing. Twin 200-hp. Chrysler V-8 Imperials give her a cruising speed of 20 knots and top of 24½. The Marlin is pictured and more fully described elsewhere in this issue.

Bristol also is producing its 21' bass boat, the Bonito, and 16' outboard hull, the Bluefish. The former has a beam of 7'9" draft of 1'10" and top speed of 29 m.p.h. with her standard 100-hp. Gray. The 15'11" Bluefish has a beam of 5'8", freeboard of 2'8", weighs 400 lb., and is designed for motors up to 40 hp. and speeds to 35 m.p.h.

All Bristol boats are of full length mahogany and birch plywood sheets over oak frames. Fastenings are Everdur and on the larger models shafts, tanks and rudders are Monel.

BRISTOL BOATS, Bingham, Maine.

The Bristol Bonito is a bass boat with a 100-hp. engine

The Bluefish, built by Bristol, is a husky 16-footer

WHEELER SHOWING 61-FT. CRUISER

► A wide choice of cruisers of varying types in sizes from 34' to 85' is included in the Wheeler fleet for 1956. Choices of twin gasoline or diesel power are available in all models, which Wheeler describes as characterized by rugged construction, luxurious comforts and outstanding performance.

In the Sedan Cruiser category, Wheeler lists four boats, of 34', 38', 42' and 48' lengths, ranging in accommodations from four persons upward and offering speeds up to the 25-28-m.p.h. range. The 48' sedan has a forecastle for two paid hands.

Listed as Sports Cruisers are a 34 and a 38-footer, while under Express Cruisers Wheeler includes a 42-footer with speeds up to 26 m.p.h. and a 48-footer.

In its larger range of craft, which are described as Promenade Deck Yachts, Wheeler includes eight models, smallest of which is the 42', 22 m.p.h. boat. They range up through 48', 52', 56', 60', 65', 75' and 85' designs, with appropriate qualities of luxury and spaciousness. These are all flush deck craft, and interior arrangements as to number of staterooms and other details offer wide choices.

The Wheeler Gulf Stream Fishermen are a 38' and a 42' model specially arranged for offshore sport fishing. These

Wheeler's 42' Express Cruiser does 27 m.p.h. with 400 hp.

Largest boat at the New York Show is the lavishly equipped 61′ Wheeler Promenade Deck Yacht

The 15′ Atom Skier is Correct Craft's smallest boat

and other Wheeler boats have such optional equipment as live fish and bait wells, fishing chairs, rod holders and racks, pulpit and lookout masts.

All their models, Wheeler reports, may be fitted with 110-v.-220-v. a.c. generators to furnish all the electric power needed to operate the many kinds of electrical equipment that may be installed in these boats.

Largest boat at the New York Show is expected to be a Wheeler 61′ Promenade Deck yacht with twin GM diesel power for a 16-mile cruising speed and two private staterooms, each with its own bath.

WHEELER YACHT CO., Clason Point, New York 72, N.Y.

Correct Craft's 27′ Bellwood Express has berths for six

CORRECT CRAFT'S 1956 FLEET

► Six speed and ski boats, 15′ to 20′ long, and six semi-enclosed and cruiser models are listed by Correct Craft in their 1956 fleet. In the former group Correct Craft describes all as new boats except the 17′6″ Aqua Skier, which has been slightly altered in design, is powered by a choice of engines from 110 to 175 hp., and runs in price from $2591 to $3638. The others are the 15′ Aqua Skier, with 60 to 70 hp., in the $1800 price range; the 16′ Rocket Skier, with double planked bottom and engines from 80 to 125 hp., priced from $2172 to $2936; a similar 16-footer double planked throughout and natural finished, priced up to $3159; the Collegian 18, with 110 to 175 hp., $3601 to $4735 in utility and two-cockpit models. Newest of the open Correct Craft is a 20-footer with a choice of Chrysler, Dearborn, Gray, Nordberg or Cadillac engines from 100 to 285 hp. and prices from under $4000 to over $6000.

Turning to the cruisers and semi-enclosed stock line, the Correct Craft include various 26′, 27′ and 30′ models, on which the prices range all the way from $6876 for a 100-hp. 26′ semi-enclosed Biscayne Sportster up to $15,652 for the 30′ Express, with twin 155-hp. Nordberg Knight. Besides the Biscayne Sportster the 26-footers include the Northport Sedan and Northport Express cruiser, the 27′ Bellwood Express, with bunks for six, and two 30-footers, of Express and Sedan arrangements. Single or twin screw power is optional in all the Correct Craft stock cruiser group.

Correct Craft lists its larger cruisers as custom boats, and will furnish prices and details on request. Among these, in a variety of cruiser, express and sport fishing types, are three 34-footers, two 36-footers, and others respectively 38′, 40′, 42′, 44′ and 50′ in length, the latter a flush deck craft.

CORRECT CRAFT, INC., Pinecastle, Fla., and Titusville, Fla.

Correct Craft's 26′ Biscayne Sportster and 16′ Rocket Skier

The 50-m.p.h. Barracuda, designed and built by Dan Arena

DAN ARENA'S BARRACUDA

► One of the striking looking high speed power craft at the boat shows will be the Barracuda, designed and built by veteran race boat man Dan Arena. With a length of 19′6″ and beam of 6′9″, this craft has as standard power a 175-hp. Dearborn V-8 Interceptor engine which, turning a 13 by 15 propeller at 4000 r.p.m., is said to drive her at 48 to 50 m.p.h.

The Barracuda is of Fiberglas-reinforced plastic construction. High pressure stressed areas, such as deck and bottom, are double-hull construction with a molded-in cellular sandwhich core, containing thousands of individual air cells. Spectacular color schemes are molded into the plastic by use of epoxy-based plastic coloring agent.

While all the Barracudas are identical in hull design and construction, the boat is available in three interior arrangements; single cockpit Sportster, double cockpit Runabout and open Utility. Prices run from $4995 to $5195.

DAN ARENA CO., 32020 N. River Rd., Mt. Clemens, Mich.

HYDROFOILS FOR POWER OR SAIL

► Baker Mfg. Co., whose development of hydrofoils for power boats has attracted much interest, recently reported that similar devices attached to a sailboat had resulted in her attaining a speed of 30 m.p.h. in a 15-mile breeze. The principle of the hydrofoils—fittings attached under a boat's hull—is that when sufficient speed is attained under sail or power the foils lift the hull itself entirely clear of the water, thereby eliminating normal hull resistance and permitting great advances in speed.

BAKER MFG. CO., Evansville, Wis.

ENGINES

Gray Marine

Evinrude's 30-hp., electric-starting Lark (left), a deluxe model of the Big Twin. The 10 hp. Sportwin (right)

EVINRUDE FEATURES NINE "TWINS"

► Nine different two cylinder outboard models, ranging from 3 to 30 hp., comprise the 1956 Evinrude line.

Six of these are newcomers. Supplanting the former 25 hp. models are three units rated at 30 hp. each: the deluxe, electric starting, highly-stylized Lark, the manual starting Big Twin and the electric starting Big Twin. Also making their first appearance in Evinrude colors are an electric starting 15 hp. Fastwin, a 10 hp. Sportwin and a 5.5 hp. Fisherman.

Retained from previous years are the manual starting 15 hp. Fastwin, 7.5 hp. Fleetwin and 3 hp. Lightwin.

In the case of all 30 hp. models fuel consumption has been reduced by use of a so-called "cruise throttle." By means of a completely redesigned cam, this innovation is said to cut fuel consumption by 20% at cruising speeds where the 30s are reported to burn less fuel than did the 25s. Also on the 30 hp. motors is a new low speed adjustment to provide even operation and reduce stalling when idling or trolling.

On all motors from 3 to 15 hp. there is a redesigned manual starter. By replacing the conventional round pulley with an eliptical one the manufacturer claims to have reduced pulling effort as much as 40%.

An electric starter both lighter and more compact is being used on electric 15 hp. Fastwin and 30 hp. Big Twin and Lark models to provide faster starts without increased power drain on the battery.

Aquasonic motor silencing, first used by Evinrude on 1955 motors, has been incorporated in all of the new line except the 3 hp. Lightwin.

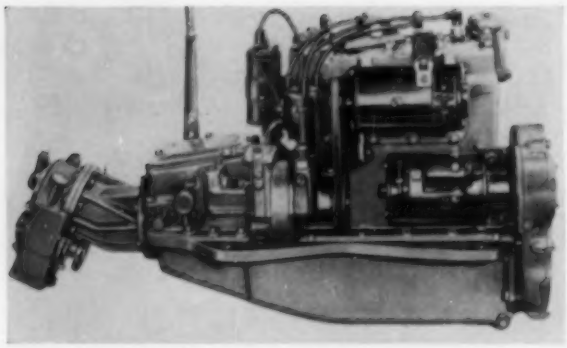
A rotating speed control mounted on the steering handle to permit steering and speed control in a combined operation is standard equipment on all but the Lightwin and two electric starting "30s". On the latter it is optional.

Remote controls for either single or twin motor installation, are available for all 1956 models except the "3".

Remote "Cruis-A-Day" fuel tanks are supplied with all but the smallest motor in the line.

EVINRUDE MOTORS, Milwaukee, Wis.

Evinrude's 32-lb. Lightwin provides forward through reverse positions by 360 degree turning of the motor. It features Evinrude's Fisherman's Drive, a wedge-shaped skeg



Universal's 25 hp. Aqua-Pak V-Drive Atomic Four

AQUA-PAK HEADS UNIVERSAL LINE

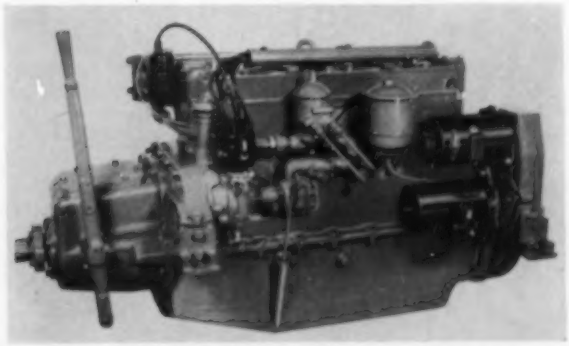
► On exhibit for the first time at the New York Motor boat show will be Universal's new Aqua-Pak 25 and 65-hp. models. The Aqua-Pak features a marine V-drive with the gear component actually a part of the engine. Designed to reduce space requirements and simplify installation, this power package will also be available with complete installation kits.

In all, the 1956 Universal line will include 68 models in 10 different series. Big-boy of the lot is the 340-cu. in. Super Six, built in a Commodore Series rated 145 hp. at 3200 r.p.m., and a Stevedore model capable of 130 hp. at 2800. In the 260-cu. in. class is the Sea Lion Six which develops 110 hp. at 3400 and the 90-hp. Cruiser Six, rated at 3000. Turning 3200 r.p.m. and pulling 105 hp. is the 237-cu. in. Master Six. The 95-hp. Explorer Six, of 230 cu. in., turns 3200. Smallest six is the Blue Jacket, with 148 cu. in. and a rating of 60 hp. at 3500 r.p.m.

Universal "fours" for 1956 will be built in five displacement sizes. The Unimite Four is a 141-cu. in. machine which, at 3400, is rated for 65 hp. and weighs less than 450 lbs. The 50-hp. (at 3000) Super Four has a 149 cu. in. piston displacement. Incorporating new refinements for '56 is the Blue Jacket Flexifour which displaces 99 inches and develops 45 hp. at 3800. Said to be the most popular of the Universal Fours is the 95 cu. in., 25-hp. Utility Four. The Atomic Four is a 65 cu. in. engine which pulls 25 hp. at 3500, yet measures only 26 in. in overall length.

In the smaller ranges, Universal again offers its Blue Jacket Twin with 50 cu. in. displacement and a rating of 12 hp. at 2200 r.p.m. and the single-cylinder Fisherman, capable of 8 hp. at 1200.

UNIVERSAL MOTOR CO., Oshkosh, Wis.



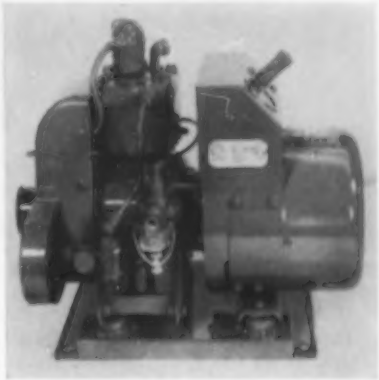
The Universal 145 hp. Super Six Commodore direct drive model

NEW GENERATOR MODEL BY UNIVERSAL

► A new full-marine, water-cooled generating and battery charger set, to be known as the M125-BR and rated at 5000 watts, has been added to the Universal line. Built to produce 115-v., AC, 60-cycle current, it has provision to charge 12-v. batteries.

Also available for 1956 will be a range of gasoline-powered, water-cooled, single-cylinder models from 300 to 1000 watts in 6, 12, 32 and 110-v. versions, and a line of battery charger plants powered by air-cooled engines.

UNIVERSAL MOTOR CO., Oshkosh, Wis.



Among the wide variety of Universal's gasoline powered, water-cooled, single-cylinder marine generators is the 12-volt, 600-watt model MO 12 GH 12

DETROIT DIESEL FEATURES LIGHTER-WEIGHT ENGINE

► High point of the General Motors Diesel exhibit at the New York boat show for 1956 will be a new engine which weighs less than 10 lbs. per hp. This and other diesels ranging from 87 to 300 hp. emphasize the low weight-to-horsepower ratio attributed largely to their two cycle design.

The featured power plant will be an upright six cylinder unit of the "71" series rated 235 hp. at 2300 r.p.m. Contributing to its low weight is the liberal use of aluminum alloys. Four cylinder and twin-six upright models have also been added to the "71" series.

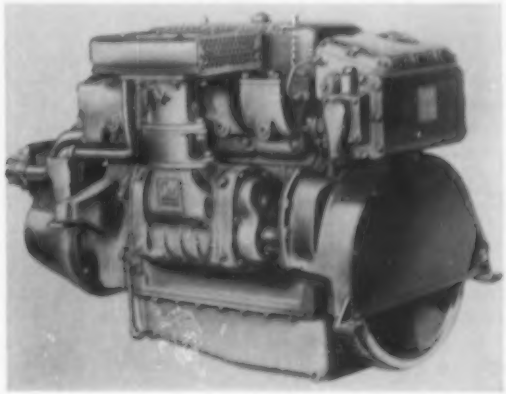
Prominent in the Detroit Diesel inclined "71" series—with block and head tilted 70 degrees from the vertical to reduce the height dimension—are a pair of matched "fours" each developing 151 hp. at 2300.

A heavy-duty GM diesel is the "6-110", having front power take-off, a top rating of 289 hp. and a continuous duty rating of 220 hp. The size and weight of this engine are said to be but one half as great as in the case of slow-speed units of comparable power.

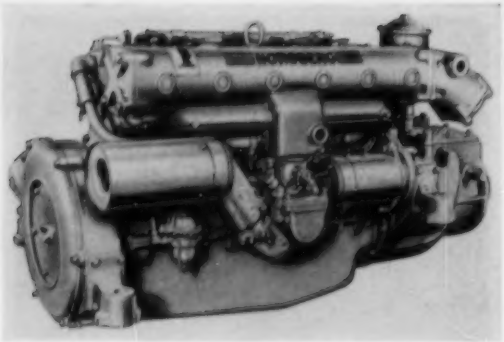
The smallest Detroit Diesel to be exhibited at the New York show is the "4-51" valveless engine which is capable of 87 hp. This model is intended for smaller fishing craft as well as pleasure boats as small as 22 ft.

Included in the current Detroit Diesel exhibit is a motorized cutaway model of a GM "3-71" unit displaying the various parts of the engine in motion.

DETROIT DIESEL ENGINE DIV., GENERAL MOTORS CORP., Detroit 28, Michigan.



The smallest Detroit Diesel is the GM "4-51" of 87 hp.



The 155 hp. Nordberg Knight is suitable for numerous applications

SEVEN NORDBERG ENGINES FOR 1956

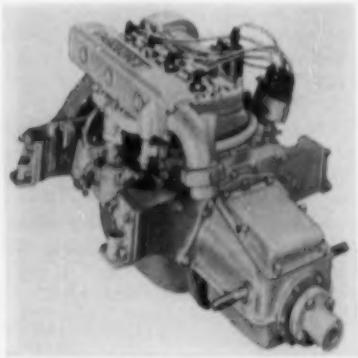
► The 1956 line of Nordberg marine engines will include seven models, all of which will be on display at the leading boat shows. For the coming year the manufacturer will emphasize refinements in engine design plus a reduction in length, width and depth to allow for more compact installation.

Continuing as the leader of the Nordberg line is the 155 hp. Knight, a motor intended for applications ranging from fast runabouts to heavy cruisers. Its companions for the coming year will be the 130 hp. Tarpon, the 110 hp. Marlin, 110 hp. Bullet, 95 hp. Arrow, 95 hp. Bluefin and 60 hp. Colt.

The 60 hp. Colt was first introduced at the 1955 motor boat shows. To provide a broader field of application, this year's Colt will be manufactured in both direct drive and 2:1 reduction drive models.

In addition to engines designed primarily for pleasure craft, Nordberg continues to build heavy duty power plants for commercial boat use. These are equipped with Nordberg's Sta-nu-tral clutch and offer a wide range of power take-off options.

NORDBERG MFG. CO., Milwaukee, Wis.



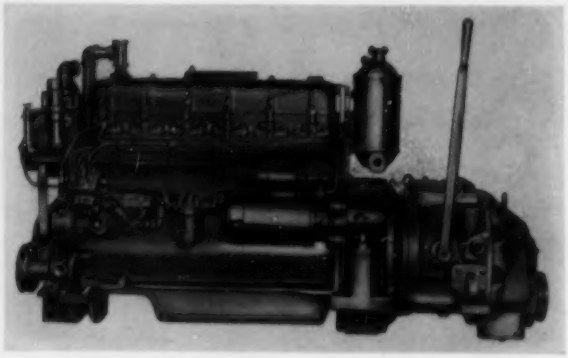
The Nordberg Colt is available in direct and reduction drive

V-12 ENGINE HEADS SCRIPPS LINE

► A V-12 gasoline engine of 894 cu. in. piston displacement continues to feature the line of Scripps marine engines. This 12-cylinder model is rated 350 hp. at 2600 r.p.m., is 58½" in overall length and weighs 1835 lbs. Direct drive or reduction gearing in 1.5/1 or 2/1 ratio is available with the V-12. Opposite rotating pairs, symmetrically opposite in construction, can be had for twin screw applications. This particular model is intended for powering fast runabouts, express cruisers and other craft up to 90′ in length.

Other model Scripps can furnish, in single or twin installations, power plants covering the range from 50 to 700 hp. In addition to the 350 hp. V-12 there are 13 Scripps gasoline engines and a diesel line with horsepowers from 79 to 500.

SCRIPPS MOTOR CO., 5817 Lincoln Ave., Detroit 8, Mich.

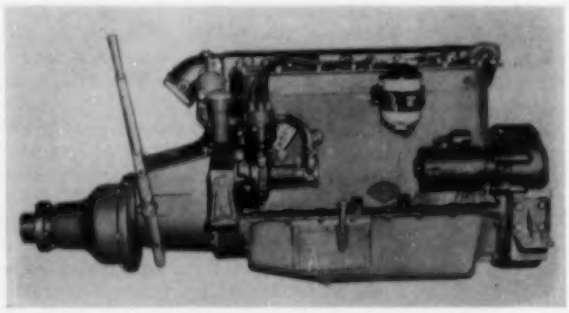


Red Wing's 100 hp., 6 cyl., 4-cycle diesel

RED WING INTRODUCES NEW METEOR "150"

► Latest addition to the line of Red Wing marine engines is the Meteor "150", intended for use in cruisers, and capable of 150 hp. at 3200 r.p.m. Features include a heavy seven bearing counterbalanced crankshaft, exhaust manifold designed for long life in salt water use and an intake manifold developed for high economy. Other Meteor models cover the range to as low as 20 hp.

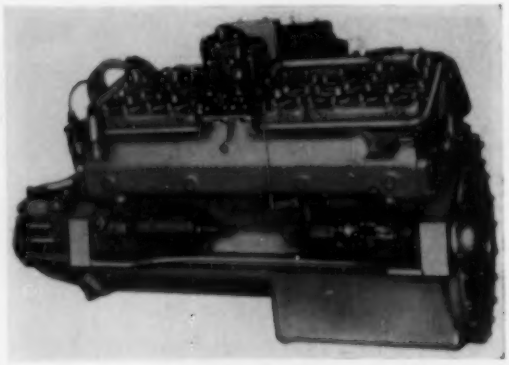
Red Wing's Arrowhead series are heavy duty, medium speed engines of large piston displacement, built to turn large propellers. They are available in 10-100 hp. ratings.



A new high-speed engine is Red Wing's Cruiser Six

Featured among Red Wing diesels is the D4-45, developing 45 hp. at 2400 r.p.m. and weighing 825 lbs. in the direct drive version. It has counterbalanced crankshaft, American Bosch fuel injection system and a combustion chamber designed to eliminate smoke and odors. Other Red Wing diesels offered are the D6-100 which delivers 100 hp. at 2600, and the D6-140, D6-160 and D6-200 rated 140, 160 and 200 hp. respectively.

RED WING MARINE, Red Wing, Minn.



The Scripps V-12 is rated at 350 hp. at 2600 r.p.m.

A new motor in the Johnson line is the Sea-Horse 15, a manual starting motor which develops that horsepower at 4,000 r.p.m. It may be operated manually or by remote control

Another new Johnson motor is the 7½ hp. which has full silencing equipment; forward, neutral and reverse gear; and a new elliptical starter. It can be operated manually and with remote controls

1956 JOHNSONS FROM 3 TO 30 HP.

► New to the 1956 line of Johnson outboard motors will be a 30 hp. machine in three different models, a 15 hp., and a 7½ hp.

Most recently announced of the new Johnsons is the "Javelin," a customized electric starting 30 hp. motor created by sports car designer Brooks Stevens. Immediately apparent change incorporated in the new line is a shift from the familiar Johnson green to "holiday bronze." The new color was adopted to harmonize better with the color combinations of modern hulls.

On all but the 30 hp. models there is to be found a new type of pull starter built around an elliptical starter plate. This design provides maximum leverage during the compression phase of each revolution with a claimed 40% reduction in physical effort and a smoothing of the former jerky action.

A new fuel saving device has been incorporated in all "30s" to provide an automatic separation of spark and throttle between ¾ and full speed. The result is said to be that the 30 hp. motors operate more economically than the former "25s" at cruising speeds.

Optionally for 15 and 30 hp. models there is a smaller, lighter and more powerful electric starter which is designed to provide longer service life for the battery. The "30" will be equipped with lifting or carrying handles which can be detached at the owner's option.

The Sea-Horse 5½, popular fishing model, has been made quieter by the use of rubber suspension mounts as first used in 10 and 25 hp. Johnsons. Similar suspension is employed on 7½, 10, 15 and 30 hp. motors. The "3" is not so equipped, the manufacturers feeling that this low-powered model is sufficiently quiet inherently.

The Johnson 30 hp. Javelin, a deluxe customized outboard, is available in electric-starting unit only, and is designed for remote control operation. It is available also in long-shaft model

For all models except the "3" there is being used a new fireproof magneto which is practically airtight and has a close running clearance. Should fuel fumes be ignited within the magneto there would be only a harmless explosion confined within this unit.

JOHNSON MOTORS, Waukegan, Ill.

Baby of the West Bend outboards is the 2 hp., single cylinder, air cooled motor which weighs but 29 lbs.

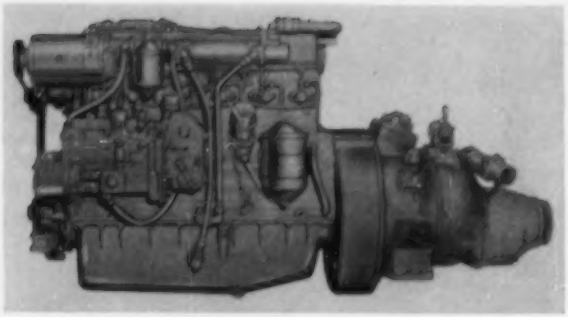
WEST BEND OUTBOARDS IN FIVE POWER SIZES

► West Bend outboards for 1956 will be offered in five horsepower models. Baby of the line is the 2 hp. single cylinder, air cooled motor which weighs but 29 lbs.

The balance of the West Bend motors are "twins" with cooling water being supplied by Shur-Flo pumps. Four in number, these 2 cyl. motors are rated respectively at 5½, 7½, 12 and 25 hp. All feature twist-grip control, full forward-neutral-reverse shift, remote "fuel caddy" tanks, cushion power mounting, and provision for attaching remote controls. They will have one piece Fiberglas covers and low level rewind starters, with nylon pinion.

WEST BEND ALUMINUM CO., West Bend, Wis.

The West Bend 25 features twist-grip control, full forward-neutral-reverse shift and a remote "fuel caddy" tank



Buda's 6DAMR-273 diesel develops 85 hp. at 2800 r.p.m.

BUDA BUILDS MARINE DIESELS

► Members of the Buda diesel family to be featured at the New York boat show include three marine engines and a marine generator set.

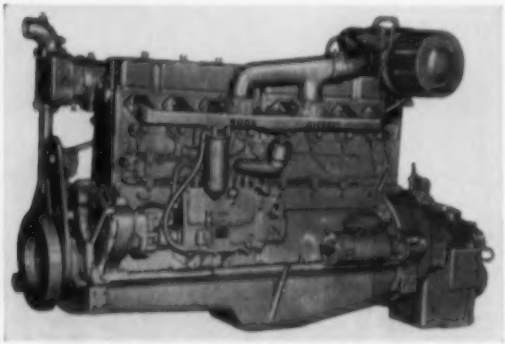
Model 6DAMR-273 is a six cylinder full diesel of 273 cu. in. piston displacement. Developing 85 hp. at 2800 r.p.m,. this engine weighs approximately 1000 lbs.

Model 6DASMR-844 is a "six" of the supercharged diesel type, with a piston displacement of 844 inches. On a weight of 3400 lbs., it is capable of a max. hp. of 280 at 2100 r.p.m.

A turbo-charged diesel is the model 8DATMR-1125. Weighing 4125 lbs. and displacing 1125 cu. in., this engine is rated at a peak 300 hp. at 1900 r.p.m. with a heavy-duty rating of 255 at 1600.

Representative of Buda's generating sets ranging from 5 to 300 kw. is the model BDM-6 6 kw. diesel electric generator, a d.c. machine weighing 1100 lbs.

BUDA DIV., ALLIS-CHALMERS MFG. CO., Harvey, Ill.



The 8 cyl. Buda 8DATMR-1125 turbo-charged diesel develops 300 hp.

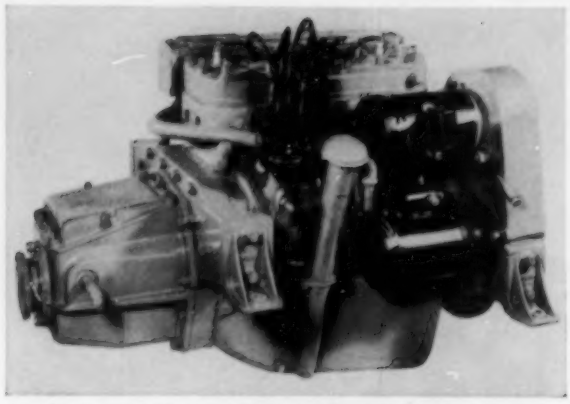
CHRIS-CRAFT BUILDS ENGINES TO 200 HP.

► Chris-Craft marine engines for 1956 will be available in a range from 60 hp. to the new 200 hp. model WB. Lowest priced of the line is the model A, direct drive, capable of 60 hp. and listing for $685. Of equal rating is the model B which is also available in 2.04:1 or 3:1 reduction ratios.

For larger boats there are the 95 hp. "K" and 105 hp. "L". Reduction drives of 1.50:1 or 2.04:1 are optional, with internal helical gear and pinions that are lubricated from the reverse gear. For increased rigidity, three sets of ball bearings are employed in the reduction drives.

Featuring quick acceleration and the ability to sustain high speeds are three engines rated 120, 131 and 158 hp. Known as the "KLC" and "KBL" and "MBL," these have anodized aluminum alloy pistons and balanced crankshafts.

For use in heavier craft there are offered the 130 hp. "M" and 145 hp. "ML," both obtainable with reduction ratios of 1.50:1 or 2.03:1. Cooling water is pre-tempered in the manifold and water jackets are full length.

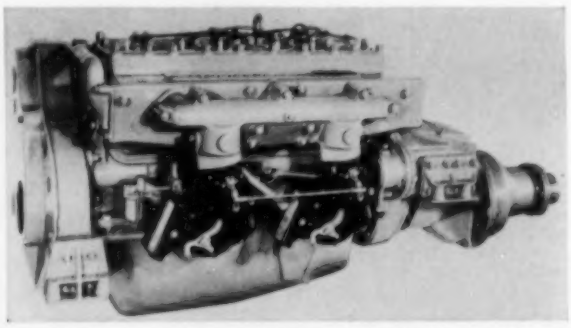


Chris-Craft's 60 hp. Model A is less than 32" over-all

The new model WB-200 is designed for long continuous operation. Its 200 hp. is developed at a comparatively low 3200 r.p.m. Piston displacement of the "WB" is 404.3 cu in. and its compression ratio 6.48:1. This and most other Chris-Craft engines are obtainable in opposite rotation.

All models have marine type ignition and all can be equipped with 12-volt systems at extra cost. Standard fuels may be used. "Chris-O-Matic," an electric hydraulic shifter, may be obtained with all but the 60 hp. models and can be installed on motors already in the field.

CHRIS-CRAFT CORP., Algonac, Mich.



Work horse of the Chris-Craft line is the 200 hp. "WB"

CENTRIFUGAL PUMPS BY RICE

►A line of four self-priming centrifugal Rice pumps is offered for the coming year. Each model is available in either iron or aluminum construction. All are powered by either Wisconsin or Briggs-Stratton 4-cycle, air-cooled engines. All provide automatic priming up to 25 ft. at sea level.

The Junior Flyweight has a capacity of 5,500 g.p.h.; the Senior Flyweight, 7,500 g.p.h.; the Junior Featherweight, 10,000 and the Senior Featherweight, 18,000.

RICE PUMP & MACHINE CO., Belgium, Wis.

Rice self-priming centrifugal pumps are of either iron or aluminum construction and have a capacity of 5,500 to 18,000 g.p.h.

The 40 hp. Mercury Mark 55 features the exclusive Mercury generator, Dyna-Float suspension, a waterproofed magneto and a Flo-Torq propeller clutch which eliminates the need for shear pins

TWO AND FOUR CYLINDER OUTBOARDS BY MERCURY

► Four "twins" and half a dozen four cylinder motors make up the 1956 line of Mercury outboards. In the standard service series, two cylinder models include the 5.9 hp. Mark 6 and the 20 hp. Mark 25 and Mark 25E while "fours" are produced as the 30 hp. Mark 30 and Mark 30E and the Mark 55 and Mark 55E, both rated at 40 hp. For use in competition there will be the Mark 20H twin (Class B), and two "fours"—the Mark 30H (Class C) and Mark 55H (Class D). The Mark 6 is rated at 4500 r.p.m.; all other service motors at 5400. Horsepower of the competition models varies with the r.p.m. of the individual application.

Common to the entire line is the use of anti-friction bearings at each turning point within the motor, waterproof magnetos and waterproofed sparkplugs, and one piece gear cases for better sealing of lubricant and water. A clutch-coupled propeller instead of a shear pin is used on all standard service models. Featured again with the 1956 Mercurys will be a selection of color combinations.

Twelve volt electric starting will be optional with the Mark 25E, Mark 30E and Mark 55E being so equipped. The latter two motors are also provided with 12 volt generators.

All 20, 30 and 40 hp. Mercurys will employ shear type rubber mountings similar to those used in aircraft practice. This so-called Dyna-Float suspension is designed to isolate motor vibration from the hull.

Both 30 and 40 hp. motors employ dirigibly mounted, integral, aircraft type magnetos which can be removed or replaced in a few minutes without disturbing the timing. All Mercurys employ remote tank fuel systems.

Weights of the several models are as indicated in parentheses: Mark 6 (42), Mark 25 (75), Mark 25E (85), Mark 30 (110), Mark 30E (118), Mark 55 (113), Mark 55E (121), Mark 20H (65), Mark 30H (98) and Mark 55H (100).

THE KIEKHAEFER CORP., Fond du Lac, Wis.

PETTER OFFERS SMALL DIESELS

► Largest Petter diesel for the coming year will be the model AV2M which carries a continuous rating of 10 hp. at 1500 r.p.m. This water-cooled unit is equipped with reverse gear. A 2 to 1 reduction drive is optional.

Model PAZ1M, weighing but 340 lbs. is rated for continuous duty at 2½ hp. while turning 1500. Paragon reverse gear and variable speed control are included.

The Petter PAZ1 single cylinder 4 cycle air-cooled diesel develops 3 hp. at 1800 r.p.m.

Also offered is a line of diesel generating sets including a 1500 watt, d.c., 32-volt battery charger powered by a Petter PAZ1 engine, a 3000 watt a.c. set using their AVA1 diesel for power and a 60 cycle a.c. unit driven by a 6 hp. Petter AVA engine and rated at approximately 4 k.w.

BRUSH ABOE, INC., 60-07 39th Ave., Woodside, L.I., N.Y.

Kiekhaefer's 5.9 hp. alternate twin Mercury Mark 6 weighs only 42 pounds. Features include a 3¼ gallon remote fuel tank, "Push-Button" clutch and synchronized twist-grip spark and throttle control

One of Kiekhaefer's most popular models is 19.8 cu. in. alternate twin Mark 20H

Onan's exhibit at the National Motor Boat Show in New York will include marine electric generating plants and several new emergency plants

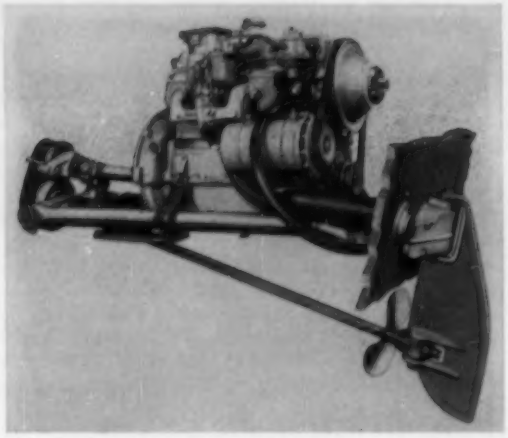
ONAN OFFERS MARINE GENERATING PLANTS

► Two Onan marine electric generating plants will be exhibited at the New York boat show. Both are water cooled, and both are rated at 3,000 watts. They differ in that one is gasoline driven while the other is powered by a diesel engine.

Also on exhibit will be a variable speed Onan generator and control package. Designed to be compact and easy to install, this "package" charges 32 volt, 16 cell lead batteries regardless of variations in driven speed between 1000 and 3000 r.p.m.

Rounding out the Onan boat show display will be several new model emergency electric plants including a lightweight 2500 watt a.c. model 205 AJ, a 2000 watt model 2LK and a 5000 watt model 5CCK. With these plants will be shown a motorized cutaway of the model CW—a unit which is made in both 5000 and 10,000 watt capacities.

D. W. ONAN & SONS, INC., Minneapolis, Minn.



The Fageol "44" is a complete inboard power package

FAGEOL "44" IS INBOARD POWER PACKAGE

► The Fageol "44" inboard engine is a complete power package designed for ease of installation, lightness and economy.

The 1956 model incorporates several improvements, including a fluted top camshaft cover, redesigned shift for better operation, Cutless rubber bearings for the prop shaft, vee drive pulleys hard coated for increased wear and resistance to corrosion, redesigned rudder arm, bronze vee drive rocker arm castings, exhaust pipe raised above water line and a stuffing box as optional equipment.

FAGEOL PRODUCTS CO., Kent, Ohio.

The new Palmer "240" is 6 cyl., 115 hp.

PALMER INTRODUCES NEW MODELS

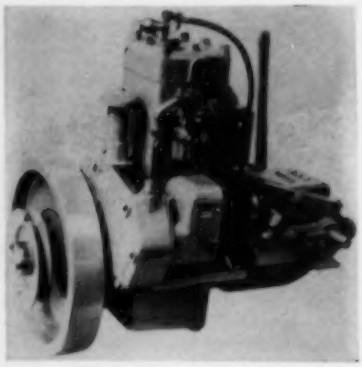
► Palmer marine engines for 1956 will include three models which will be completely new and four which are based on International Harvester industrial and truck engines.

First of the new power plants is the familiar Palmer PH-45, now redesignated as model 134. It has been reduced in weight and shortened 4" by new clutch and crankcase design. The 134 is rated 60 hp. at 3200 r.p.m.

Another new engine is a 6 cylinder, 264 cu. in., 125 hp. overhead valve model, rated at 3400 r.p.m. This power plant is based on an International Harvester block.

The third newcomer is a 6 cylinder International Harvester overhead valve motor known as the model 308. Featuring counterbalanced crankshaft, stellite faced overhead valves with rotators and all around cylinder jacketing, the "308" develops 145 hp. at 3400.

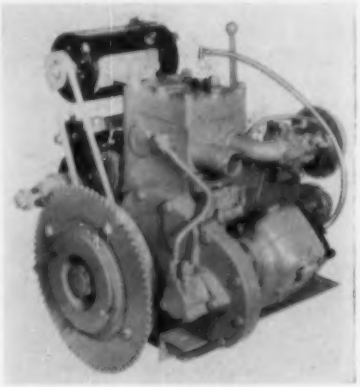
All new models will feature adjustable rear engine mounts, independently oiled clutch housing and a choice of reduction ratios with either manual or hydraulically operated reverse gears.



Palmer's 6 hp. "25" is familiarly known as the "Baby Huskie"

The balance of the Palmer line will consist of: The 25 cu. in. Baby Huskie which weighs 185 lbs. and develops 6 hp. at 2500 r.p.m. This single cylinder engine is available with optional combined electric starter-generator. Model 60 is based on an International Harvester 4 cylinder, L head engine of 60 cu. in. displacement. There is a standard model rated 22 hp. at 3,000 r.p.m. and a low compression version developing 16 hp. at 2400. Models 339 and 404, which at 3200 r.p.m. develop 145 and 165 hp., respectively, are based on Hercules blocks.

PALMER ENGINE CO., River Road, Cos Cob, Conn.



Kermath's 5 hp. single - cylinder Sea-Pup is available with electric starter and reduction gear

KERMATHS FROM 5 TO 580 HP.

►Kermath marine engines for 1956 will include heavy duty and high speed types, direct and reduction drive, and will provide gasoline engines from 5 to 580 hp., including the model 60 hydrojet and diesels from 27 to 250 hp.

The 5 hp. (at 3400 r.p.m.) single-cylinder Sea-Pup and 10 hp. (at 3000) Sea-Twin are available with electric starter and reduction gears. The Sea-Cub is a 65 cu. in. "four" which weighs less than 300 lbs. and provides 25 hp. Developing 61 hp. at 3600 r.p.m. is the 134 cu. in. Sea-Jeep. Front end power take-off and magneto ignition are optional equipment.

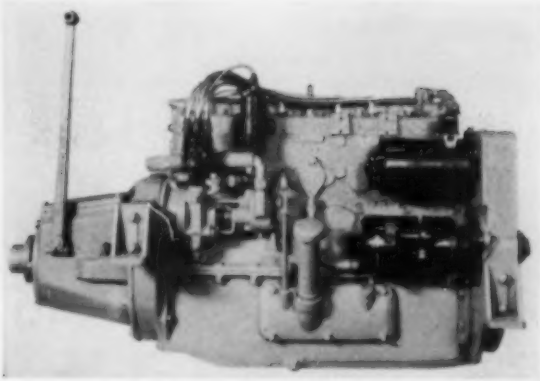
The 236 cu. in. Sea-Prince produces 95 hp. at 3200 and can be had with dual ignition. Capable of 105 hp. at 3600 is the Sea-Prince Special.

At 3000 r.p.m. the Sea-Rover develops 130 hp. This is a 320 cu. in. "six." The Sea-Rover Special, having a 339 in. displacement, is rated 140 hp. at 3000. A 404 cu. in. engine is the Sea-Mate Special, capable of 160 hp. at 3000 r.p.m. Matched pairs are available.

For those wanting 225 hp. at 2400 there is the 678 cu. in. Sea-Farer Special, with seven bearing crankshaft. Largest Kermath "six" is the 779 cu. in. Sea-Raider Six, rated 280 hp. at 2450 r.p.m.

The Sea-Raider V-12 has dual overhead valves and a displacement of 1560 cu. in.

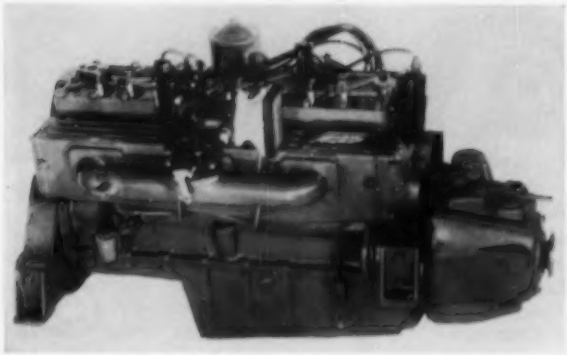
Kermath's diesel engines consist of: Diesel 2-127, a two cylinder unit rated 27 hp. at 1800; Diesel 4-226, a 60 hp. "four" which peaks at 2600 r.p.m.; Diesel 6-298, a "six" that



The 6-cyl. Kermath Sea-Prince is 95 hp. at 3200 r.p.m.

puts out its 75 hp. at 2000 r.p.m.; Diesel 6-529, rated 130 hp. at 1800 and Diesel 6-935 which is designed for 190 hp. (at 1600) for continuous service and 250 hp. for intermittent use.

KERMATH MFG. CO., Detroit, Mich.



The largest Flagship engine is a six rated at 149 hp.

FLAGSHIP ENGINES IN GAS AND DIESEL MODEL

► Three gasoline engines and one diesel make up the 1956 line of Flagship marine engines. All use Hercules blocks cast of a special corrosion resistant alloy. The four cylinder motor has three main bearings while all "sixes" employ seven mains. All models are available with either 6 or 12 volt systems.

The four cylinder engine has 3¼" bore and 4" stroke. With a weight of 475 lbs. and a 6.8:1 compression ratio it is capable of 66 hp. at 3200 r.p.m.

The 229 cu. in. "Six," with 7.35:1 compression is rated 96 hp. at 3200. Offered in either standard or opposite rotation, it weighs 626 lbs. in the direct drive version.

Largest of the Flagship gasoline units is a six which turns out 149 hp. at 3400. The displacement is 320 cu. in. and the compression ratio 7.75:1. Weighing 800 lbs. in direct drive, it can be had with optional rotations and a choice of 2:1 reduction. Shifting is hydraulic.

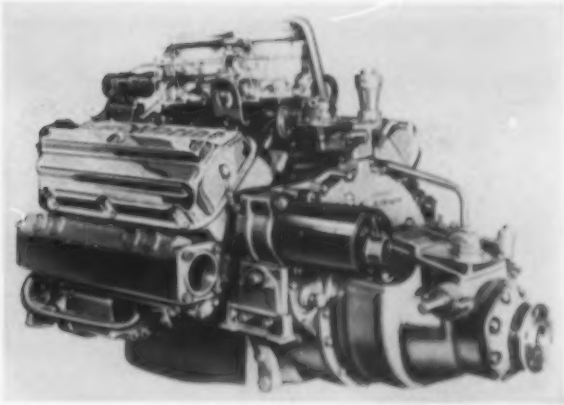
The Flagship diesel, peaking at 100 hp., has a continuous rating of 77 "horses" at 2200. Fresh water cooling is used. Total engine weight is 1245 lbs.

OWENS YACHT CO., INC., Baltimore 22, Md.

MICHIGAN OFFERS FOUR ENGINE MODELS

► Four familiar models will continue to make up the 1956 line of Michigan inboard motors: the 15 hp., two cylinder Senior Twin, weighing 290 lbs.; the 25 hp., 300 lbs., Junior Four; the Senior Four which weighs 425 lbs. and puts out 60 hp. and the 625 lb., 95 hp. Senior Six.

MICHIGAN MARINE MOTOR CO., Coldwater, Mich.



Chrysler's V250, a V-8 rated 250 hp. at 4400

CHRYSLER ENGINES UP TO 250 HP.

► For the coming year Chrysler will continue limited production of its luxury class Imperial V 250, a V-8 rated 250 hp. at 4400. This model incorporates twin four-barreled downdraft carburetors, specially designed "full race" camshaft and an "opened-up," deep-breathing manifold. Compression ratios of 8.2:1 or 7.2:1 are available. This engine has 331 cu. in. piston displacement, hemispherical combustion chambers, hardened crankshaft, tri-metal bearings, gear driven accessories and mechanical tappets.

Other V-8 Chrysler marine engines include the Imperial V Special (200 hp. at 3800 r.p.m.) and the Royal V-Special (M-44S) which puts out 150 hp. at 3800. All V-8s in the line have overhead lateral valving with larger and wider spaced valves, fully water jacketed cylinders, free-flow intake and exhaust porting, fully enclosed oil lines and centered spark plugs for short flame travel.

Features of the Chrysler family of marine engines include rubber coated water pump gears for increased pump life, a cartridge type, full flow oil filter and a low cut-in generator which charges even at trolling speed.

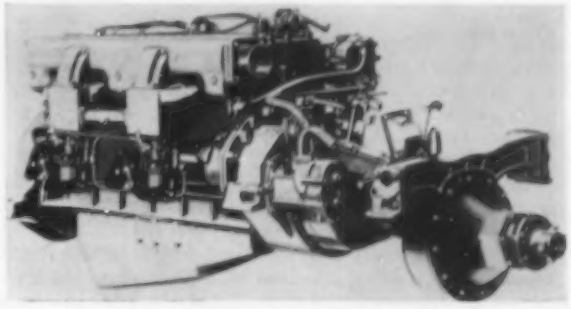
Five other models will be produced for 1956: Chrysler Ace (95 hp. at 3200 r.p.m.), Ace Special (110 hp. at 3600), Crown (125 hp. at 3600), Crown Special (135 hp. at 3600) and Majestic (160 hp. at 3000).

Reduction gears for all Chrysler marine engines are of the internal gear and pinion type with helical teeth, and are mounted on large ball bearings with adjustable centers. Ratios offered are 1.43, 2.04, 2.56, 3.17 or 3.95 to 1 reduction. Vee drives are provided in 1.13, 1.42 or 2.05 to 1 reduction. Reduction gears can be mounted in up, down, left or right positions.

Water jacketed exhaust assemblies can be had in single outlet style for in line "sixes" and either single or dual outlet for V-8s.

Hydraulic shift controls are optional.

CHRYSLER MARINE ENGINE DIV., Detroit, Mich.



The Chrysler Majestic is a 160 hp. engine

The Oliver 5½ weighs 45 lbs. and features a semi-weedless propeller, and optional power unit extensions. Remote throttle and shift controls are optional

LARGEST OLIVER OUTBOARD RATED 35 HP.

► Three alternate firing twins, rated 5½, 15 and 35 hp. respectively, will be the 1956 line of Oliver outboard motors. Weights of the three are 45, 75 and 120 lbs. All models will feature forward-neutral-reverse shift, Tenda-matic remote fuel tanks, semi-weedless propellers, optional power unit extensions, Twist-grip throttles, even-flo impeller type water pumps, underwater exhausts and vise-action transom grips. Remote throttle and shift controls are available.

Standard equipment on the 5½ and 35 hp. Olivers is Tilt-A-Matic adjustment, an inboard control for adjusting the vertical angle of the motor at any running speed, said to provide a finger-tip control with maximum safety.

Dura-Drive—Oliver's new lower unit—is designed to entail fewer moving parts and to provide improved water flow through the shape of the housing. A new "tip-a-lever" control system includes push type, flood-proof choke and carburetor adjustment. Ignition consists of a Bendix Scintilla magneto and a waterproof, low-tension Bendix system. All models are equipped for vibration isolation and silencing, with rubber suspension, intake silencers, rubber mounted cowling, spiral gears and underwater exhaust.

Reed type valves are employed on the 5½ and 15 hp. motors while the 35 has poppet valves. Twelve volt electric starter and generator are standard equipment with the 35 hp. model. Electric starting is optional equipment with the "15".

OLIVER CORP., 108 So. McCanby, Battle Creek, Mich.

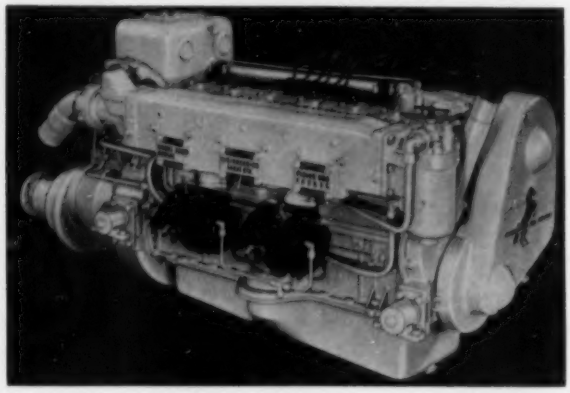
Oliver's largest motor is the 35 hp. model which has a 12 volt electric starter and generator as standard equipment

NEW FAGEOL OUTBOARD

► L. J. Fageol, Gold Cup racer and Fageol Products Co. president, has confirmed rumors that his company will introduce a 35-hp. outboard marine motor at the New York and Chicago boat shows. Details of this new model, to be known as the Fageol "44," will not be available until it is exhibited at the shows.

However, Mr. Fageol has stated that: It will be of 4-cyl., 4-cycle design, the first American unit of this type, and will be an adaptation of the Fageol "44" inboard Vee-Drive (formerly the Aerojet). Mixing of gasoline and oil is not required. Tests indicate that fuel economy will be substantial. The unit will employ a radically new steering principle and is said to assure maximum stability with increased maneuverability and handling ease. It will be lightweight and will mount to outboard boat transoms in the conventional outboard manner. In operation, it will be as quiet as the Fageol "44" inboard. It will be popularly priced.

FAGEOL PRODUCTS CO., Kent, Ohio.



Visioneering's Sea Mustang is a 6 cyl. unit capable of 214 hp.

SEA MUSTANG DEVELOPS 214 HP.

► Designed as a marine companion of the White Motor truck engine, the Sea Mustang is a 6 cyl. unit capable of 214 hp. Its high points are claimed to be smoothness and economy.

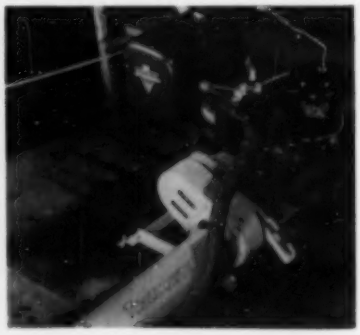
Features of the Sea Mustang include forced feed line lubrication, oversize heat exchanger as standard equipment on the salt water model, sodium-filled valves, hydraulic valve lifters and seven bearing crankshaft. Torque is transmitted from the crankshaft to the clutch and reduction gear through the flywheel instead of the familiar method through the timing gear.

VISIONEERING CO., INC., Sarasota, Fla.

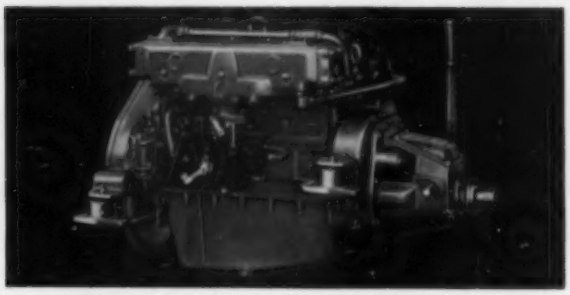
WILLIAMS OFFERS TROLLING POWER PACKS

► Two Williams Marine kits for providing inboard power for the small boat will be made for 1956. One is for use in fresh water, the other—featuring brass and bronze in all underwater items—is for salt water operation. A choice of power plants is offered in both kits. Either the 1¾ hp., 4 cycle, air-cooled Reo, or the 3.6 hp., 4 cycle, air-cooled Clinton may be had as the basic power plant. A patented forward-neutral-reverse shifting mechanism is built in. Each kit contains everything necessary for installation, even including a propeller.

WILLIAMS MARINE CO., Lansing 10, Mich.



The Williams Trollmaster is built for fresh or salt water use and is available with various power options



Gray's new 4-cyl. Model 70 turns up 70 hp.

GRAY INTRODUCES NEW MODELS

► Three new engines have been added to the Graymarine line as these products enter their 51st year. The newcomers are 70 and 120 hp. gasoline units and a 25 hp. diesel, with more to come. Not counting reduction gear variations, this brings Gray's total line to 22 gas models and five diesels.

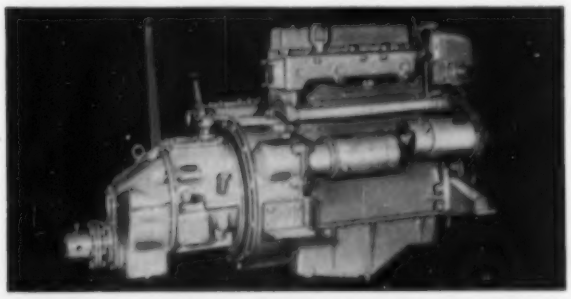
In keeping with the patented design of Graymarine engines, all have identical accessory arrangement and all are similar in appearance. Gray, as a subsidiary of Continental Motors, which builds all the basic engines, states that it follows engineering and testing from the beginning to final test in the Gray fleet.

The new model 120 is a 120 hp. single-carburetor companion to the familiar model 135. Both feature water-heated intake manifolding for improved low speed operation, individual intake porting, Thermoguard automatic temperature control, oil filter and heavy-duty sea water pump. Fresh water cooling, hydraulic reverse gear, reduction drive and other Gray options are available.

The new Gray 162 cu. in. "four"—model 70—puts out a continuous 70 hp. at 3400 r.p.m. Designed for the small cruiser and kit boat requiring more power than the 60 hp. model 620, the model 70 comes with a choice of more than 35 equipment and accessory options.

Intended for small utilities, workboats and sailing auxiliaries, the new Gray diesel Four-D129 develops 25 hp. at 2000 and weighs 656 lbs. with reduction gear. Its design and appearance resemble the 100 hp. Graymarine Six-D427. The same design appears in the improved 135 hp. Graymarine Six-D572, a 572 cu. in. "six." All Gray diesels standardize built-in fresh water cooling and use aluminum wherever feasible.

Minor improvements characterize the balance of the 1956 Gray line which ranges from the "fours" starting at 16 hp. to the big "sixes"—models 165, 175, 185 and 200—with their 363 and 427 cu. in. piston displacements.

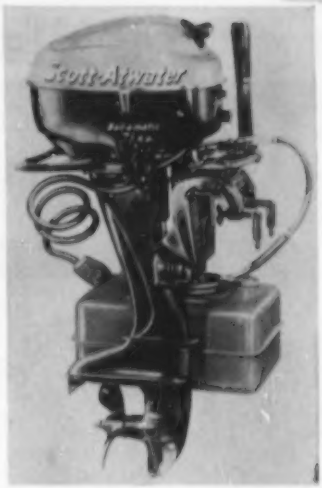


The new Graymarine Diesel Four-D129 is rated at 25 hp.

All engines in the Gray line are described in the Manufacturer's Anniversary Catalogue, which lists detailed specifications, installation drawings, etc. The builder has also announced the opening of enlarged warehouse facilities and the recent appointment of dealers in newly established boating areas.

GRAY MARINE MOTOR CO., 710 Canton Ave., Detroit 7, Mich.

Scott-Atwater's 1956 model 33 hp. is an alternate-firing twin-cylinder outboard which incorporates the manufacturer's exclusive Aquamute Exhaust



Among the features in Scott-Atwater's 7.5 hp. outboard is the well-known Bail-a-matic power bailer

SIX OUTBOARD MODELS BY SCOTT-ATWATER

► 1956 model Scott-Atwater outboard motors will be produced in a range of six sizes. Newest addition to the line will be the 16-hp. unit featuring a streamlined design which finds controls concealed behind a flip-open panel. Other models for the coming season will be rated at 3.6, 5, 7.5, 10 and 33 hp., respectively.

The new "16" incorporates several advances aimed at vibration-free, quiet operation: Aquamute Exhaust, a completely underwater exhaust; air intake silencer; spring mountings on powerhead and boat bracket, described as the Hush-Spring Mount; and a rubber-mounted hood to eliminate chatter.

The Aquamute Exhaust, Hush-Spring Mount and rubber-mounted hood are standard equipment on 33, 10, 7.5 and 5 hp. motors, as well. The "33" is supplied with air intake silencer, plus Free-Flow valves for smoother operation and Safety-Zone Shiftlock to prevent gear shifting at excessive motor speeds.

Electric starting with instant plug-in connections for battery and starter panel are optional on both the "33" and the "16", and can be added to the standard manual starting models at any time. Bail-a-matic, an automatic power bailer capable of pumping up to 240 gal. per hr., is standard equipment on the five top horsepower Scott-Atwaters. Also available on this quintet are complete gearshift, separate fuel tanks, Snap-off hoods, Twist-Grip speed control, carburetor drain, shock absorber propeller and Aqua-Blade lower unit designed for increased efficiency.

All Scott-Atwaters for 1956 are so finished as to require no flushing after salt water use.

SCOTT-ATWATER MFG. CO., 2901 East Hennepin Ave., Minneapolis 13, Minn.

EQUIPMENT

Bosco

The Mariner IV, by Hudson American, has seven channels

HUDSON AMERICAN OFFERS NEW MODEL

► To meet the communication needs of smaller craft owners, Hudson American Corp. has redesigned and re-engineered its small radiotelephone, the Privateer V. To be featured at the firm's New York boat show booth, this new phone is smaller, lighter, and more economical than its predecessors. It has four pre-tuned, crystal-controlled channels and has a completely new vibrator power supply. Cabinet and chassis are aluminum, total weight 25 lbs., and it measures 8" high, 13¾" wide and 9¾" deep. Available for 6 or 12 v. operation, this phone also has a broadcast band.

Other marine radiotelephones in the Hudson American line which will be on exhibit at the show include: Corsair III with six channels, standard broadcast band, and a power rating of 40 watts; Crusader II with six crystal-controlled channels, broadcast band and a power rating of 65 watts; Mariner IV, designed for large yachts and commercial fishermen with 120 watts power rating and seven channels. The Viking I and II, for long-range communication, are high-powered units with a frequency range of 2,000 to 12,000 kilocycles. Both the Corsair and the Crusader have a new antenna coupler said to provide a degree of harmonic attenuation considerably over the proposed new F.C.C. requirements.

For the yachtsman who likes cold drinks on a hot summer day or the young fry who enjoy sodas, there is the Mariner Blendor for 32 v. operation; and for the lady mariners, a 32 v. Durabilt Mariner Travel Iron, to keep them looking as spic and span as their cruisers.

HUDSON AMERICAN CORP., 25 W. 43rd St., New York, N.Y.

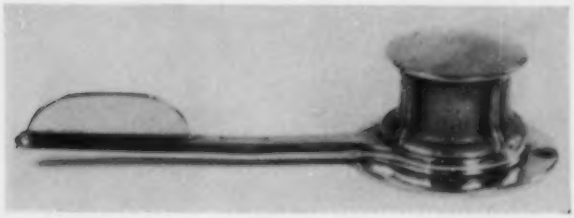
Hudson American's Privateer V is completely new

Goodrich Cutless bearings cut down noise and vibration

GOODRICH CUTLESS BEARINGS

► B. F. Goodrich Cutless rubber bearings, distributed by Lucian Q. Moffitt, Inc., will again be displayed at the New York show. Cutless bearings are made of oil-resistant rubber which is unaffected by sludges and waste chemicals, and which resists wear and heat. Water-lubricated, the bearings expel gritty, abrasive particles. Bearings come in sizes from ¾" to 11½" shaft size.

LUCIAN Q. MOFFITT, INC., Akron, Ohio.



Among new items of sailboat hardware made by the South Coast Co. are a folding propeller, a low-drum underhandle sheet winch, and a spinnaker pole fitting. Catalog is available. SOUTH COAST CO., Newport Beach, Calif.

PENN REELS FOR ALL KINDS OF FISHING

► Unless he's a sport fisherman of versatile experience, the average yachtsman has no idea how many kinds of reels there are. Penn Fishing Tackle Mfg. Co. lists over 80 reels, designed for all kinds of fishing for all kinds of fish from flounders to giant tuna and swordfish, at prices anywhere from $4.00 to $110.

The latest problem in this line was posed by the new monofilament lines—synthetic translucent lines of phenomenal strength and so thin that they developed a nasty habit of getting jammed between the spool and frame of a reel. Hence the new Penn Monofil reels, built to tolerances that allow clearances of no more than .004" to .006" between spool and frame, a joint into which not even a 10-lb.-test monofilament line can crawl. Another problem resulted from the stretch quality of synthetic material lines, which built up tremendous pressure on the spools and caused the metal to fracture. On this account, new trolling reels had to be designed with one-piece solid manganese bronze spools that couldn't be crushed by the tremendous pressures of Nylon, Dacron and Monofilament lines.

PENN FISHING TACKLE MFG. CO., 3028 Hunting Park Ave., Philadelphia 32, Pa.

Penn's new Senator Reel which features a solid spool which is claimed to be the strongest ever offered in fishing reels. It is also made in smaller sizes

KIDDE MARINE SYSTEMS C.G. APPROVED

► The built-in automatic or manual-control marine carbon dioxide fire extinguishing systems manufactured by Walter Kidde & Co., Inc., are approved by the U.S. Coast Guard and Underwriters' Laboratories. When fire occurs, the rapidly increasing engine compartment temperature acts on a fire-detector element which sends an impulse to the carbon dioxide gas cylinder and actuates it. Gas is discharged which reduces oxygen in the compartment, extinguishing the fire. This basic system can be expanded to protect any size engine or machinery space.

Kidde systems are available for boats of all sizes, and auxiliary equipment can be had to sound alarms, control motors, lights, mechanical ventilation, etc. The units come packaged with instructions for installation by boat owner or shipyard.

Also approved is the Kidde 5-lb. portable carbon dioxide fire extinguisher available with either trigger or squeeze grip actuating handles.

WALTER KIDDE & CO., INC., 675 Main St., Belleville 9, N.J.

Typical engine compartment installation of a Kidde System

TWIN DISC ANNOUNCES NEW MARINE GEAR

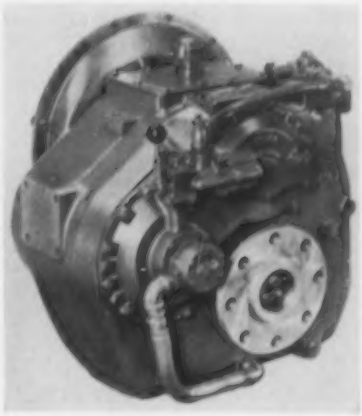
► Latest addition to the line of Twin Disc reverse and reduction gears is the MG-511 marine gear designed for modern engines developing up to 240 hp. at 2100. It features compactness, fast response, finger-tip hydraulic actuation and ease of service.

Internally the MG-511 includes five carburized, hardened and ground helical gears, anti-friction bearings and SAE involute splines. Input is through a rubber block drive which can withstand normal misalignment.

Built to operate at full power continuously in either forward or reverse, this unit permits twin-screw installations with standard rotation engines. A trolling valve for low propeller speed is available.

Reduction ratios offered are 4.4:1, and 3:1 and 2:1. Weight of the complete gear is 950 lbs.

TWIN DISC CLUTCH CO., Racine, Wis.



Twin Disc's latest addition to its line of reverse and reduction gears is the MG-511 which is designed for engines developing up to 240 hp. at 2100

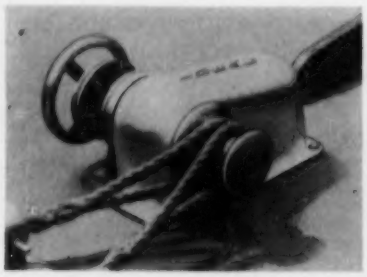
The Mighty Mate Ideal capstan is a strong, compact unit

IDEAL OFFERS NEW WINDLASS AND CAPSTANS

► The Ideal Windlass Co., developers of small light-weight units for yachtsmen, offer a new anchor windlass and two new electric capstans. The First Mate, Model CWM, is a horizontal anchor windlass with a gypsy on the port side and a wildcat on the starboard side. A complete above-deck windlass designed to use ¼" BBB or 5/16" BBB chain, it has a line pull capacity of 350 lbs. and is available for 6 or 12-v.

The Mighty Mate and the Able Mate now give 30' boats the convenience of light-weight, low-cost electric anchor windlasses. The Mighty Mate, about the size of the average halyard winch, pulls 350 lbs. at 25 feet per minute. The Able Mate, an entirely above-deck capstan, eliminates below-deck headroom interference and is a compact unit with the same line pull as the Mighty Mate. Each is priced at $148 f.o.b. East Greenwich, R.I., and runs on 6 or 12 volts.

IDEAL WINDLASS CO., East Greenwich, R.I.



Ideal's First Mate horizontal anchor windlass weighs 43 lbs.

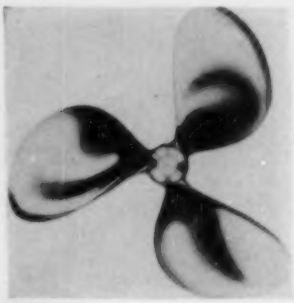
MEN'S LEATHER OXFORD BY KLEETS

► Cambridge Rubber Co., maker of Kleets yachting shoes, is introducing a new leather sports shoe, made of elk-tanned leather and styled in a two-eyelet oxford model with plain toe. Nylon stitching is used and the uppers are water-repellent. The DecKork Soles are said not to pick up dirt or pebbles and to be non-skid on a wet deck. Kleets with nylon sailcloth uppers are available in navy, faded blue, and white. All Kleets have an arch supporting feature and cushioned insole, and if lost overboard, they float. The new leather Kleets for men are $9.95 and the nylon sailcloth Kleets for men and women are $6.95.

CAMBRIDGE RUBBER CO., Kleets Div., 748 Main St., Cambridge, Mass.

New Leather Kleets for men come in mist grey or teak brown

Michigan's Scimitar designed for high-speed engines



NEW MICHIGAN HIGH SPEED PROPELLER

► Michigan Wheel Co. announces the addition of a new three-blade propeller known as the Scimitar to its line of inboard propellers. It is designed to provide maximum speed and better than average all-around performance, and they state it is particularly suited to fast runabouts, utilities, and express cruisers with high speed engines. The wheels are available in diameters of 9" through 32" in a special Michalloy-K alloy said to have high tensile strength and resistance to corrosion and electrolysis. Where extreme propeller loading occurs, the Scimitar is available at slightly increased cost in a super alloy, Michalloy-XX, designed to resist running distortion.

In addition, Michigan will display at the boat shows the new five-blade cruiser wheels, general-purpose inboard wheels, and a full line of outboard propellers. Advance copies of the 1956 outboard catalog will also be available.

MICHIGAN WHEEL CO., Grand Rapids, Mich.

This trailer, Gator's Model 722, takes a 22' inboard cruiser

GATOR TRAILERS IN 23 MODELS

► Peterson Bros. 1956 line of Gator boat trailers includes 23 different models, each one engineered to handle specific boats including power, sail and cruising craft from the smallest up to 24' in length. New features this year are the Gator Mechanized Transom Cradle, which provides longitudinal support for the hull where it is most needed and which drops away at the flip of a lever, leaving the boat directly on the rollers for launching and hauling; and swiveling front cradles. Both are adjustable, to fit any shape of boat.

The Gator trailers are designed for one-man operation, and among the features included in the larger ones, in addition to the adjustable bow and transom cradles, are tandem helical torsion axles, adjustable bow stop, jack and dolly wheel for use when disconnecting from the car, electric brakes, fenders, stop and tail lights.

PETERSON BROS., INC., P.O. Box 43, Sta. G., Jacksonville 6, Fla.

The Gator Model 214 makes hauling a one-man operation

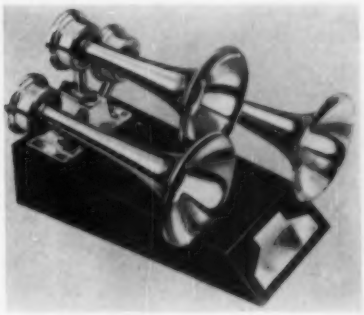
U.S. Plywood's Duraply has a .014" Crezon-impregnated paper overlay bonded to it with phenolic resin

DURAPLY, NEW U.S. PLYWOOD PRODUCT

► A new product which, according to U.S. Plywood Corp., will have a part in increasing the use of sheet plywood in boat construction during 1956 is Duraply, a Weldwood product which is exterior grade plywood to which a tough, smooth-surface overlay of Crezon—a sheet composed of phenolic resins and cellulose fibers has been bonded. It is said to prevent checking, swelling and grain-raising, to increase the wear resistance of plywood, and to provide a perfect paint surface.

Phenolic resin adhesives are used almost exclusively in laminating exterior grade plywood for marine purposes, and when cured under heat and pressure they are said to be immune to water damage and fungus attacks. Scarf jointing has made possible the production of plywood panels in lengths up to 40′, which lend themselves particularly to use in boat hull construction.

U.S. PLYWOOD CORP., Weldwood Bldg., 55 West 44th St., New York 36, N.Y.



Buell's Commodore Trophy Horn is gold plated

GOLD PLATED BUELL HORN

► Triple plated with 24-kt. gold, the new Commodore Trophy Horn is a triplex model consisting of three horns of 12", 14", and 17" lengths, mounted on a base with inscription plate. Despite its dazzle, the Commodore, manufactured by the Buell Mfg. Co. who make a large variety of other types of air horns, is still a substantial marine horn, said to produce a beautiful and distinctive musical tone. It can be purchased only from Abercrombie & Fitch in New York and Von Lengerke & Antoine in Chicago.

BUELL MFG. CO., 919 W. 49th Place, Chicago 9, Ill.

KAAR RADIOPHONE INCREASES VOICE POWER

► The entirely new Kaar Eng. Corp. Model 222 150-watt radio-telephone is said to have four to 16 times more voice power than previous models because of a special speech clipper and filter in the equipment. This new phone has nine crystal-controlled channels and a non-distorting noise silencer with automatic cut-off. Its rugged steel cabinet in two-tone gray is hinge-mounted for easy installation and servicing. The 222 is available for 12, 32, 110 volt d.c. or 117 volt a.c. It is priced at $945. Dimensions are 19¾" by 14¼" by 8¾".

Kaar 222 radiotelephone designed for sea conditions

Other equipment in the Kaar line for 1956, which includes direction finders and radiotelephones, has new cabinet styling and improved circuitry. The Kaar 37, a popular model in the line, features 40-watt plate input, 20-watt RF output, five crystal controlled channels, and costs $297.

KAAR ENGINEERING CORP., Middlefield Rd., Palo Alto, Calif.

700-LB. SHAFT AT ANACONDA BOOTH

► Included in the display of Tobin Bronze propeller shafting featured at the American Brass Co's New York boat show booth will be a 700-lb. shaft, keyed and filleted according to the latest SAE standard marine propeller shaft end dimensions. Other Tobin Bronze shafts will be shown in sizes up to 5" diameter. The aluminum bronze alloy, Tempaloy, another exclusive Anaconda shafting alloy, is used for high-speed or heavy-duty work which requires maximum shaft strength and toughness with light weight.

Everdur, the original copper-silicon alloy group, will be on display in the form of deck and hull fastenings; mast, spar and deck fittings; turnbuckles and other marine hardware. Sealtite wiring conduit, seamless bronze tubing for air and fuel lines, and flexible bronze hose for wet exhaust piping, all products of the American Metal Hose Division of Anaconda, will also be shown.

THE AMERICAN BRASS CO., 25 Broadway, New York, N.Y.

Constavolt converters feature automatic regulation

CONSTAVOLT CONVERTERS FOR SHORE POWER

► Automatic regulation of direct-current power is featured in the Constavolt line of a.c. shore-current converters, manufactured by La Marche. By this means boat batteries are kept at full charge and a boat's varying load requirements met without the necessity of operating any controls. Designed for engine-room installation, these units change a.c. shore power to 6, 12, 24, 30, 32, or 115 volts d.c., which is applied to the boat batteries. La Marche says the equipment cannot spark, and is approved by the Yacht Safety Bureau. Direct current and alternating current circuits are isolated to prevent electrolysis or shock.

In addition to the Constavolt line, La Marche also offers small automatic trickle chargers for batteries which do not carry electrical loads at dockside, such as those on outboards.

LA MARCHE MANUFACTURING CO., Wakefield, R.I., and Chicago, Ill.

New Mobil Outboard Oil has an added rust inhibitor, said to cut corrosion, increase spark plug life and reduce rust in engine and fuel tanks

REVISED SOCONY CRUISING GUIDES

► The free cruising guides to U.S. Waterways offered by Socony Mobil Oil Co., Inc., have been completely revised and will be available to visitors at the New York and Chicago boat shows. The new guides show radio beacon systems; sketches of lighthouses in color; provide information on radiotelephone weather reports and storm signals; and give mileage between ports. Put together in a snarl-proof, quick-fold arrangement, they are handy for the armchair navigator or the boatman afloat. There are four guides: (1) Eastport, Me., to Barnegat Inlet, N.J., including L.I. Sound; (2) Sandy Hook, N.J. to Jacksonville, Fla., including Delaware and Chesapeake Bays and the Ohio River; (3) N.Y. Waterways, the Great Lakes and the Mississippi River; and (4) the Pacific Coast from Puget Sound to San Diego, Calif.

Visitors to Socony Mobil's booth at the boat shows will see the Mobil marine line on parade and may also pick up a tide table, chart of weather broadcasts, pocket calendar, plastic Flying Red Horse charms, or the free booklet "Outboard Marinas," which presents basic information on planning a waterfront improvement program. The booklet includes plot plans and view of marinas now in operation, and provides illustrations of boat slips, boat lockers, etc. Consultants at the exhibit will assist those interested in Marina construction, as well as boat owners with oil or gasoline problems.

SOCONY MOBIL OIL CO., INC., 26 Broadway, New York 4, N.Y.

Tapatco #119 Stay-A-Float is designed for children

TAPATCO STAY-A-FLOAT IN TWO SIZES

► The new No. 119 Stay-A-Float safety vest for children is offered by the American Pad & Textile Co. in two sizes: Small for 2 to 7 years, and Large for 8 to 14-yr. olds. Made of bright orange-colored, high-count sheeting and filled with prime Java kapok, hand stuffed in waterproof vinyl inserts, the Stay-A-Float has adjustable side straps, adjustable front straps with safety buckles, and the Tapatco patented adjustable crotch straps. Each vest is packaged in a plastic bag suitable for storage or carrying. Prices are $4.75 and $5.25.

Other changes in the line are a completely redesigned No. 209 Racing Vest with built-in safety features; new boat cushions made to recently-changed Coast Guard standards; Admiral and Yacht style caps; and a re-sized and improved line of water-skiing jackets. All of these and the remainder of the Tapatco line will be on display at the New York show.

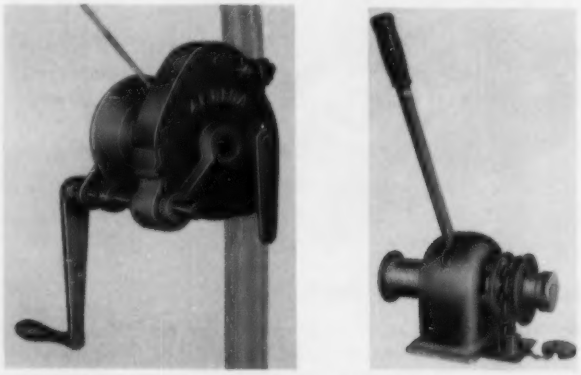
THE AMERICAN PAD & TEXTILE CO., So. Washington St., Greenfield, O.

The Northill Air Lung provides air and also adjusts the diver's body pressure to offset the increase in pressure of deep water

THE NORTHILL AIR LUNG

► A newly developed underwater breathing unit is the Garrett Corp's Northill Air Lung, a compressed air cylinder assembly with a demand regulator connected to a mouthpiece by two bellows type hoses. The manufacturers say this device has a valve which supports good exercise at depth without appreciably increasing breathing resistance, requires little maintenance and no calibration, and can be taken apart or put together with a screwdriver in a few minutes. It has a depth-compensated air reserve feature.

THE GARRETT CORP., 9851 Sepulveda Blvd., Los Angeles 45, Cal.



New Albina Davit Winch and Model No. 7 Anchor Windlass

ALBINA DAVIT WINCH AND ANCHOR WINDLASS

► For the cruising man who wants a sturdy windlass and the racing man who wants to save weight, Albina Engine & Machine Works offer their new Model No. 7 Anchor Windlass. This small, light windlass, available in either bronze or corrosion-resisting aluminum, is said to handle anchors up to 80 lbs. A removable handle operates a double-acting ratchet to provide continuous rotation of the rope gypsy or chain wildcat. Model No. 7 Windlasses are available with one or two rope gypsies, or with one gypsy and one chain wildcat.

Albina also offers a Davit Winch to handle dinghies and small boats. The winch can be installed on any size davit up to 3" dia., and comes in aluminum or cast bronze, at $59.50 and $69.50 respectively. Albina also makes the Albina Utility Power Take-Off and Atlas Anchor Windlasses.

ALBINA ENGINE AND MACHINE WORKS, 2100 No. Albina Ave., Portland 12, Ore.

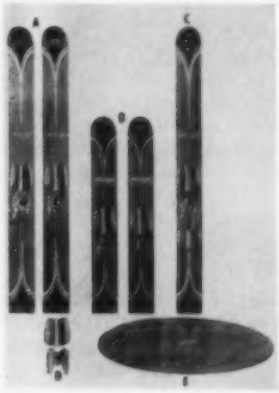
The Ross Sportsman 40 measures 8" X 6" X 8"

SHALLOW WATER DEPTH FINDER

► Designed specifically for shallow-water navigation, the Sportsman 40 depth finder is announced by Ross Labs. Said to accurately indicate minimum depths of less than 1′ below the transducer and to instantly show a 6″ change, this new unit sends out 60 soundings every second. Large dial calibrations of 5/16″ to the foot enable accurate reading of changes. A new design completely eliminates mechanical keying contacts. Another new feature is the through-hull type transducer which requires only a 13/16″ hole and enables all cable to be kept inside the boat.

The Sportsman 40 consists of two units—the transducer and a self-contained indicator with a universal yoke mounting that may be adjusted for best viewing and allows table, bulkhead or overhead mounting. The unit is also available in 80′ range. Other Ross Sportsman and Fisherman Depth Finders have ranges of 240′ and 600′ respectively. Voltages are 6, 12, or 32. Price of Sportsman 40 or 80 is $245 f.o.b. Seattle.

ROSS LABS., 124 Lakeside Ave., Seattle, Wash.



Speedliner Water Skis: A—for beginners; B—Shorties for children; C—Slalom for tricks; D—Harness; E—Ski disc

SPEEDLINER AQUADYNAMIC WATER SKIS

► Speedliner Water Skis, introduced during 1955 by General Marine Co., are improved for '56. A new construction method, developed to give greater strength and durability, welds together the nine plys of Philippine mahogany used in the skis and prevents straightening out at curved tips or splitting under normal usage. The skis are lightweight and finished in natural mahogany. The full line of skis is available in various sizes, and in kit form.

Speedliner also offers 28 boats, many of which have been changed and redesigned for beauty and performance. They include a new 16′ family runabout of high sides and wide beam. Plans are underway for June delivery of several aluminum models and a Fiberglas boat. Boat kits run from $98.50 to $169.00. Fiberglas cloth and Speedliner Resin are also available from General Marine.

GENERAL MARINE CO., 6th & Oak Sts., St. Joseph, Mo.

Continuously indicating dials show outside temperature, and wind conditions in the Windometer, manufactured by Aircraft Components, Inc.

WEATHER INSTRUMENTS FOR YACHTSMEN

► Armchair navigators and clubhouse forecasters should welcome this weather instrument manufactured by Aircraft Components, Inc. Outside air temperatures, as well as wind direction and velocity up to 85 miles per hour are indicated The sensing elements are mounted aloft on a pipe stanchion and connected to the indicator by an electrical cable. Provision is made for emergency battery operation, as well as for regular power-line use.

AIRCRAFT COMPONENTS, INC., Woodland Ave., Benton Harbor, Mich.

SURFACE COATING WITH GUARANTEE

► A written three-year guarantee and registration form is furnished by Surface Coating Engineers, Inc., with each purchase of Vinylon 200 for cabin tops, decks, canoes and other canvas surfaces. Vinylon is applied by brush or spray, and is said to be capable of 300% expansion and contraction, giving protection against leaking, chipping and cracking over seams on wood, plywood and metal.

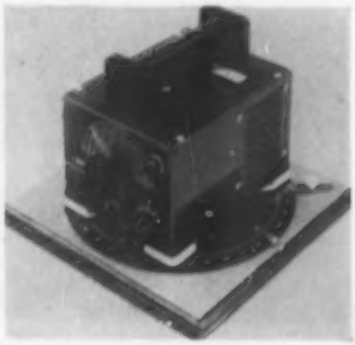
Another product, Vinylon Anti-fouling bottom paint, can be sanded or rubbed with steel wool for the smooth surface desirable in racing without detracting from its non-fouling effectiveness.

SURFACE COATING ENGRS., INC., 211 Woodward Ave., Kalamazoo, Mich.

ROCO PORTABLE DF IS PRICED LOW

► The new Roco Portable Direction Finder, made by Robinson & Co., is priced from $65 to $139.50. Completely self-contained, the unit weighs seven lbs. with batteries, and measures 5″ × 6″ × 8″. It has a visual null meter and, for larger boats or continuous use, is designed so that a power supply may be installed inside the cabinet in place of the batteries. The Roco has three bands, beacon, broadcast, and shortwave, and is directional on all three. Monitoring on 2182 kc. for F.C.C. required standby for radiotelephone service can be accomplished on Roco shortwave band.

ROBINSON & CO., 731 W. 129th St., Gardena, Calif.



The new Roco Direction Finder has three bands

Sonar's new "Snap-On" radiotelephone removes at will

Apelco's Model AE-62M has input power rating of 65 watts

"SNAP-ON" FEATURE FACILITATES PHONE REMOVAL

► The new Sonar 5-channel radiotelephone snaps onto a bulkhead-mounted rear cover using trunk latches. Thus, although the unit is permanently installed, it can be removed easily for safety, storage, or service. In addition to the 5 pre-set marine channels, the receiver incorporates a tuneable broadcast band. Units are available for operation from either a 6- or 12-volt battery through a remotely installed vibrator power supply, and the manufacturer's power rating is 35 watts. An external trumpet-type speaker can be connected to the transmitter modulator, to act as a high-powered megaphone. The transmitter-receiver unit is housed in a hand-rubbed mahogany cabinet, and measures 12¾" long, 7½" high by 8½" wide. Weight is 12 lbs.

In addition to the "Snap-On" set, Sonar builds a battery-operated, portable marine radio telephone with attached antenna, and a portable loop-type radio direction finder.

SONAR RADIO CORP., 3050 West 21 St., Brooklyn 24, N. Y.

Contina IIa Camera kit includes flash outfit

ZEISS IKON CONTINA IN KIT

► For those desiring to purchase a complete 35 mm. camera outfit in a single carton, Carl Zeiss, Inc., offers the Zeiss Ikon Contina IIa camera with built-in exposure meter, in a kit containing camera, eveready carrying case, and an Ikoblitz 0 flash unit with a soft plastic zipper case. Two models of the Contina IIa are available in this manner; with Novar f/3.8 lens at $89.50 and Novicar f/2.8 lens at $99.50. The Contina Ia is not offered in a kit, but may be purchased as an individual item as also may the Contina IIa. In buying the new Contina IIa kit the purchaser realizes a price saving as compared with buying the items separately.

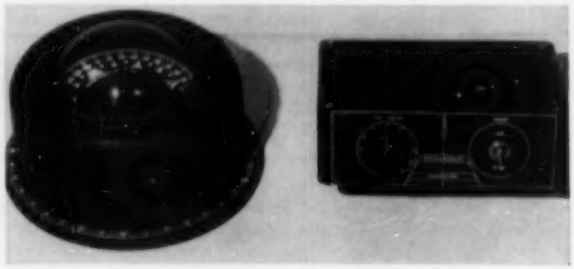
CARL ZEISS, INC., 485 Fifth Ave., New York 17, N.Y.

APELCO LINE COMPLETELY NEW

► Applied Electronics Co. announces a complete new line of marine communications equipment for the 1956 boating season. The improved modernized equipment, which will be on display at the New York show, includes a complete line of radiotelephones, separate transmitters with power inputs ranging from 15 to 240 watts, a new marine receiver with both crystal-controlled marine channels and tunable standard broadcast, and a new automatic pilot, Model AP-10.

All of the models have new exterior panel and cabinet styling, which is typified by the Model AE-62M, housed in a deep nautical blue steel cabinet with a sapphire white panel and satin-chrome speaker grill. Channel frequency markings are protected by a clear plastic plate. In all Apelco equipment front panel operating controls are held to a minimum and are conveniently located. Circuitry of the sets has been newly engineered to meet all FCC changes and rulings, and all units are triple-tested to assure reliability and top performance with a minimum of maintenance.

APPLIED ELECTRONICS CO., INC., 1246 Folsom St., San Francisco, Calif.



Control unit of Richardson Magnetic Pilot is compact

RICHARDSON MAGNETIC PILOT

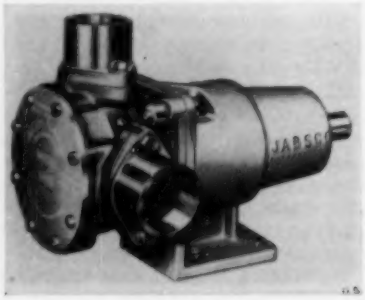
► Operating on what is said to be an entirely new method of electrical timing, Model M Magnetic Pilot is magnetically controlled, and is designed for boats up to 55'. The manufacturer, A. Richardson & Son, believes that its compactness and modest price will appeal to every boat owner. The Model M has one variable sea control to match the pilot to any boat and give precise rudder action. It may be installed with any type of steering mechanism without major electrical or carpentry work, and meets the requirements for safe, simple and sure steering.

A. RICHARDSON & SON, Warwick, R.I.

JABSCO NEW PUMP MODEL 3200-01

► The Jabsco Pump Co. announces its latest pump of marine bronze construction, designated as Model 3200-01. With 2" ports, for footmount installations in the marine and other fields, this pump has mechanical shaft seal, ball bearings sealed, is lubricated for long life, and is self-priming at all speeds. Dry suction lift is said to approach 15'. This and other self-priming marine engine pumps, bronze self-priming rotary pumps with neoprene impellers will be on display at the Jabsco booth in the New York boat show.

JABSCO PUMP CO., 2031 N. Lincoln St., Burbank, Calif.



Jabsco Model 3200-01 is designed to operate up to 1450 r.p.m.

The Maxim Radoc is something new in piloting equipment, combining the functions of portable radio direction finder and magnetic bearing compass

RADOC, NEW MAXIM SILENCER PRODUCT

► Something new in the way of piloting equipment is Radoc, put out by the Maxim Silencer Co. This compact (8¾" square), portable (8½ lb.) instrument combines the functions of radio direction finder and magnetic sighting compass. It contains a small, internal loop antenna and batteries said to be good for a season's use. The magnetic compass is located far enough above the radio (combined instrument height 19½") to be free from deviation from that source.

Maxim declares that the helmsman, operating the instrument with one hand, can in one simple operation, free from arithmetic and calculations, check his radio beacons by ear and read the bearings accurately directly on the sighting compass in a matter of seconds. The instrument may be used in any position on the boat where the radio is not disturbed by engine ignition noise. The magnetic compass is lighted, for night use, and may be used, independent of the radio, as a visual bearing compass, spare steering compass, or below-decks telltale.

Maxim also manufactures its CQR ("plow") anchor, of very high holding power for weight, in sizes from 4 to 5500 lbs.; its all-Monel, solid-fuel galley range, and of course its complete line of engine exhaust silencers for all types of installations.

THE MAXIM SILENCER CO., 85 Homestead Ave., Hartford 1, Conn.

CQR anchors, made by Maxim in sizes from 4 to 5500 lb., have high holding power

PAINT PROBLEMS TO BE SOLVED AT BOAT SHOWS

► Visitors to the 1956 New York Motorboat Show at the Kingsbridge Armory can bring their painting problems to technical representatives of the International Paint Co. in Booths 232-233. At the Chicago show the same service will be provided in Booths 46 and 47 of the International Amphitheatre. Among the services to be offered are assistance in choosing color schemes and information on the use of Super-Touch-Up Varnish, and Vinylux Antifouling, a bottom paint for wood, steel, aluminum, and plastic boats. Other new products being introduced are Interlux No. 35 Putty Bug Toxic Compound, and anti-fouling seam compound for underwater areas; and Interlux G.M.C. Diesel Engine Enamel No. 83 Gray, a heat-resistant enamel matching the original G.M.C. coating.

INTERNATIONAL PAINT CO., INC., 21 West St., New York 6, N. Y.

NEW GARELICK EEZ-IN PRODUCTS

► Several new items are added to the EEz-In Marine Products line put out by Garelick Mfg. Co. One, a portable cruising ladder, folds in half for stowing and opens down into the water for swimming or boarding. Light but sturdy, it comes in a two-step model which folds out to four steps, and a three-step which unfolds to six. Known as C2-4 and C3-6 they are priced at $32.50 and $36.50. Another popular folding ladder is the Model 02 hook-type for smaller outboards, which sells for $12.50. Other new products include a wide Helmsman Seat, a light cast aluminum boat hook with rubber tip and plastic handle grip, a portable toilet with disposable bags, and a Bow Light Mast and Cruiser Mast. EEz-In products will be shown at the N.Y., Chicago, and San Francisco Boat Shows.

GARELICK MFG. CO., 2434 University Ave., St. Paul, Minn.

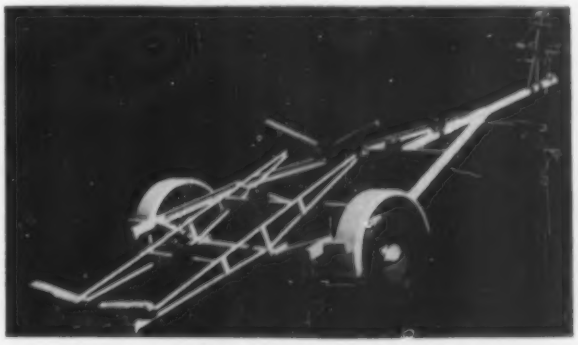
EEZ-In Model CBT is a ladder which clings to the bow for boarding from the beach

LITTLE DUDE TRAILERS FOR BOATS

► The Little Dude line of boat trailers comprises 21 models, designed for boats from the 12', 500-lb. class up to 21', 2500-pounders. The 1956 models are designed for increased capacity, and feature the "Rocking Boom" tilting cradle loading device brought out by Little Dude in 1952. Standard and tandem wheel arrangements are available, with elliptical springs, short blocks, support and keel rollers and a choice of wheel and tire sizes. Little Dude is offering specialized sailboat trailers for the first time, shooting directly at the Lightning Class with its 6000 boats as a starter.

Little Dude's trailers for inboard boats, as apart from the extensive outboard line, are also new and include models to carry boats up to 18' length and 2000 lbs. Basic running gear is available in kit form for the Little Dude BD 12, 14 and 16 models. A Flatbed type trailer is also included for boats of special design, up to 18' long.

LITTLE DUDE TRAILER CO., Box 4403, Fort Worth, Texas.



Little Dude's Model B trailer, with Rocking Boom

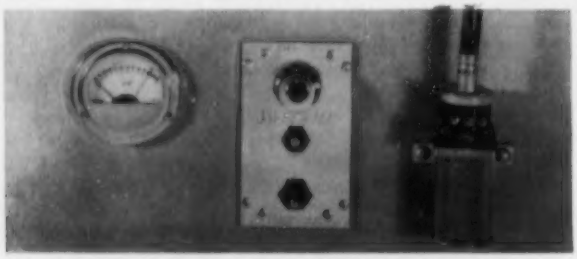
Ray Jefferson, Inc., manufacturer of radiotelephones and marine communications equipment, offers a new Model CL-22 center-loaded Seagoing Antenna. The radiated power output of the CL-22 is said to be greater due to additional overall length and lower distributed capacity of long loading coil, which is space-wound of #12 aluminum wire. Connections are welded for positive permanent electrical contact and the windings are covered with a styrene plastic All aluminum parts are 61ST alloy and given alodize 1200 salt-spray resistant treatment. The antenna comes complete with hardware in a choice of chrome, brass, or bronze. A double-hinged mounting base and latch clamp insulator permit lowering for passing under bridges RAY JEFFERSON, INC., 40 East Merrick Rd., Freeport, N.Y.

J-W SNIFFERS DETECT EXPLOSIVE GAS

► Johnson-Williams' marine J-W Sniffers, which have been on the market for over 28 years and which may be seen at the New York boat show, are designed for detecting explosive gases in boats. The most popular model, MC-1, has three elements: Indicating Meter, Control Panel and Combustible Gas Detection Element. The latter is normally installed low in the engine compartment. Its platinum wire filament is wrapped in a monel screen for flash-back protection.

A heavy-duty Neoprene jacketed Detector Cable, connects the Detecting Element to the Control Panel and the hermetically-sealed Indicating Meter, usually located near the helm. An interlock prevents starting the engines until the Sniffer is on. J-W Sniffers are of corrosion-resistant materials throughout. Automatic warning light and buzzer alarms are available. Model MC-2 has two detecting elements for different compartments.

JOHNSON-WILLIAMS, INC., Palo Alto, Calif.



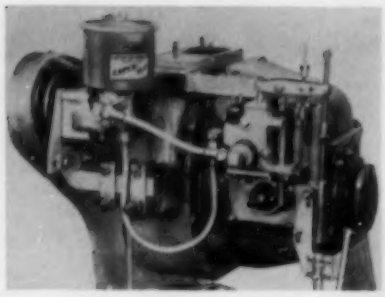
Indicating meter, control panel and detector of J-W Sniffer

NEW E. J. WILLIS HARDWARE PRODUCTS

► A number of new items are included in the hardware and equipment output of the E. J. Willis Co. Among these are a bulkhead type steerer for outboard cruisers, which incorporates an adjustable drum; a folding streamline cleat which folds flush with the deck when not in use; and a variety of polished aluminum deck fittings. A large producer of marine alcohol stoves, the Willis company is putting much research and design work into a new cabin heater to burn Willis Hi-Heat Alcohol fuel.

Long a major manufacturer and dealer in marine equipment in New York City, the Willis company is now firmly re-established in its present Middleville, N. Y., location, where it has just completed a new foundry.

THE E. J. WILLIS CO., Middleville, N. Y.



Capco-Matic Hydraulic Gear Shifter Installation

CAPCO-MATIC HYDRAULIC GEAR SHIFTER

► Cleveland Aero Prod., Inc. will again show the Capco-Matic Hydraulic Gear Shifter at the New York Boat Show. This unit, introduced last year, is said to give great maneuverability with finger-tip control. Designed for marine transmissions, the unit consists of an externally mounted actuator attached to the cross shaft of the transmission, and has a self-contained hydraulic system with its own pressure pump. With the Capco-Matic unit it is possible to operate the transmission just as you would a mechanical transmission, without the necessity of fully completing either forward or reverse stroke. It is adaptable to most engine installations. A fail-safe unit is also available which utilizes present controls to operate the valve system, but gives control of the transmission manually in case of hydraulic failure.

Another product of this firm is the Capco-Matic Hydraulic Reverse Gear Shifter for boats with diesel or gasoline engines of 50 to 300 hp.

CLEVELAND AERO PROD., INC., 13801 Triskett Rd., Cleveland, Ohio.

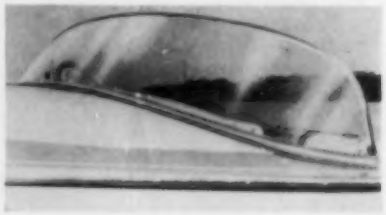
The new Super Transoceanic portable radio, made by Zenith Radio Corp., has six shortwave bands and the standard broadcast band. The set comes with battery, a set of log charts housed in the plastic cover, weather broadcast schedules, and a dial-o-map world time chart

ZENITH RADIO CORP., 6001 W. Dickens Ave., Chicago 39, Ill.

NAUTALLOY WINDSHIELD HAS NEW LOOK

► Nautalloy is an aluminum-nickel-chromium alloy which is cast, machined and polished to a permanent bright finish, and has high tensile strength. Nautalloy fittings, offered by Aluminum Marine Hardware Co., are said to stay bright since there is no plating to chip or peel off. Newest Nautalloy product is a Nautaform Windshield, a "wrap-around" to fit any outboard boat. It comes with Nautalloy deck mountings, trim and rubber deck moulding.

ALUMINUM MARINE HARDWARE CO., Auburn, N.Y.



Nautaform Windshield available clear or tinted

Raytheon's Model DE-122 is a low-cost depth finder suitable for yachts and other smaller craft

NEW RAYTHEON ELECTRONIC PRODUCTS

► A new low-cost sonic depth finder is one of several new products offered this year by Raytheon. This Model DE-122 which Raytheon developed as a result of 5000 questionnaires to boat owners, has a range down to 120 feet within 5% accuracy and a minimum depth resolution of 2½'. The indicator unit measures only 7" by 8" by 6½" and has a light shield so the flashing red light on the dial is easily read in strong sunlight. Installation requires only one ¾" hole in the bottom for the transducer. It operates on 6 or 12 volts, with 2.1 and 1.2 amps battery drains respectively.

Raytheon also offers a new Bilge Level Indicator which turns on an alarm light on the instrument panel when water in the bilge reaches a pre-determined level.

The High Seas radiophone is Raytheon's newest 85-watt model said to have a range of 2500 to 3000 miles, with 11 channels in five bands

Newest in Raytheon's comprehensive line of radio telephones is the 85-watt High Seas instrument, which uses 150-watts power input, has 11 crystal controlled channels covering five high frequency bands and is said to provide reliable communications over a range of 2500 to 3000 miles. Raytheon will also display at the New York, Chicago, Miami and Los Angeles shows the electric shore power converters made by Stickell Marine Products Co., for which Raytheon is distributor. These converters are made in a variety of capacities and have two independent output circuits, one to operate lights and other equipment, the other to keep ship's batteries fully charged.

Other Raytheon products shown will be direction finders, gas detectors, motor alarms, fathometers, and radar.

RAYTHEON MFG. CO., Waltham 54, Mass.

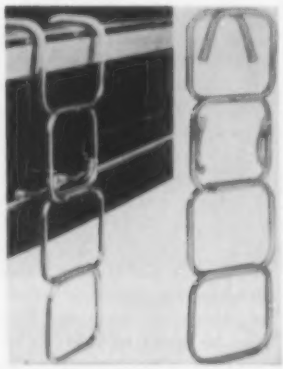
This imported Plath compass has spherical dome, brass bowl, 3.2" card, correcting magnets built in the pedestal, internal gimbals and floatless ring magnet. WEEMS & PLATH, INC., Annapolis, Md.

Rochester Wind Speed Indicator comes in metal or mahogany

HERRIOT INSTRUMENTS NOW ROCHESTER'S

► The Rochester Instrument Co. announces that it is now manufacturing the line of yachting instruments formerly put out by D. R. Herriott of Fairport, N.Y. Their 1956 models include the Model A Precision Anemometer, the Model D Precision Anemometer, and the Rochester Wind Direction Indicator. Each of these units is priced at $78.00 and includes 50' of wire. Two models of the Wind Direction Indicator are available: Model 22 reading wind directions in compass bearings for shore installation, and Model 32 indicating relative wind headings in degrees off the bow, for shipboard use.

ROCHESTER INSTRUMENT CO., 120 Crossover Rd., Fairport, N.Y.

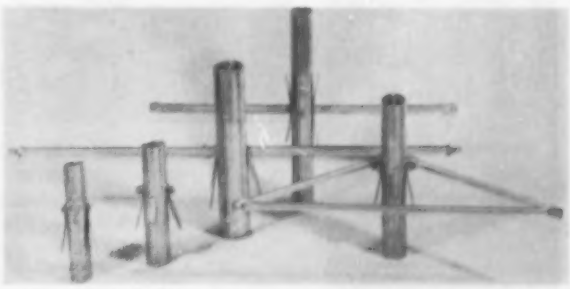


The Stow-Easy Boarding Ladder is made from a continuous length of 1" aluminum tubing, folds flat, 2½" thick, for stowing and is watertight to make it float. Tips are Neoprene rubber covered. A Featherweight boathook, in four handy lengths, is another product of MAH-ZELL PRECISION PRODUCTS, 220 E. Second St., New York City

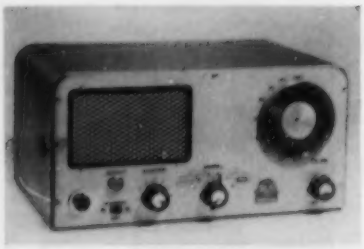
ZEPHYR ALUMINUM SPARS

► A new size, to bridge the gap in the needs of boats where their No. 1 diameter is marginal and No. 2 more than adequate, is being manufactured by Zephyr Products in their line of aluminum masts and spars. This makes a present range, in these extruded aluminum spars, of four sizes which cover mast lengths from 18' to 38'. These spars, and their aluminum fittings which include rigging tangs, spinnaker deadeyes, pad-eyes, halyard sheaves, spreaders and struts, are kept in stock. Zephyr reports an output increasing from about 300 spars in 1953 to around 1000 in 1955.

ZEPHYR PRODUCTS, INC., Wareham, Mass.



Sections of Zephyr aluminum spars, showing various fittings



Model ET-8059, RCA's Golden Sentry, 20-watt radiotelephone

RCA GOLDEN SERIES ELECTRONIC GEAR

► Featured in the 1956 exhibits at boat shows throughout the country, at the Radiomarine Corp. of America booths, will be the new Golden Series equipment. It consists of a portable radio direction finder, The Golden Guide; a 100-watt radiotelephone, The Golden Herald; a 35-watt phone, The Golden Courier; and a new 20-watt radiophone, The Golden Sentry. Designed to comply with present and pending F.C.C. regulations, The Golden Sentry, Model ET 8059, is housed in a bronze cabinet set off by an anodized gold-toned front panel. It has five crystal-controlled receiving and transmitting channels plus a standard broadcast band, with a built-in power supply, and is available in 6 or 12v d.c.

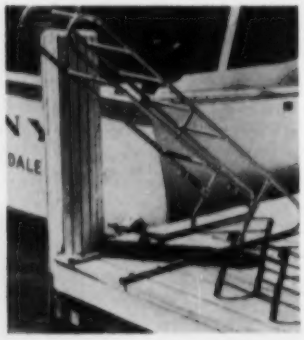
The Golden Courier, Model ET 8056, is the 35-watt radiophone designed for use where space is at a premium and light weight is desirable. With five channels and a standard broadcast band, it comes in a deep mahogany-finished cabinet with a golden panel. This set is available with 6, 12, and 32v. d.c. power units, and other voltages on special order.

The 100-watt Golden Herald, Model ET 8057, has eight crystal-controlled transmitting and receiving channels, and features an output booster and indicator for maximum antenna power; front-panel control for squelch circuit which is said to eliminate static during standby; easy-to-read meter to indicate correct tuning of transmitter; all-aluminum construction; and a transmitter on-off switch to minimize drain while on standby. Available for 12, 32, or 115 v.d.c. or 115 v.a.c., it has a separate power supply.

The Golden Guide, Model AR 8712, is a self-contained combination radio direction finder, radiotelephone receiver and broadcast receiver. Weighing 13½ lb., it is portable and may be operated from its battery pack or shore-line current.

All RCA equipment, including the latest radar, loran, and depth finders, will be on display at Booths 207, 208, and 209 in the New York Boat Show.

RADIOMARINE CORP. OF AMERICA, 75 Varick St., New York 13, N.Y.



AMERICAN LADDER & SCAFFOLD CO., INC., 5505 NW 7th Ave., Miami, Fla. offers a new folding dock ladder of aluminum. The 6' X 16" ladder folds back out of the water when not in use. Price is $45.00 F.O.B. Miami

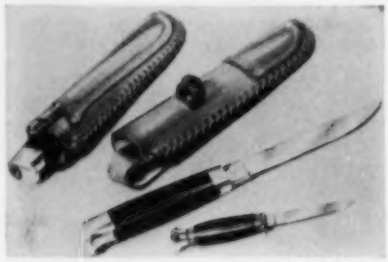
This 10" all-bronze incandescent searchlight with in-the-boat lever control is typical of the products of Carlisle & Finch. Also manufactured are arc-lights, floods, and other lighting equipment. CARLISLE & FINCH, 4562 West Mitchell Ave., Cincinnati 32, Ohio

INCO CORROSION CONSULTATION SERVICE

► For the first time at the International Nickel Co's display in the New York boat show, a Corrosion Engineering Consultation Service will be available to visitors. An Inco Corrosion Engineer will be present on Monday and Tuesday, Jan. 16-17, from 8:00 to 11:00 p.m., and on Wednesday through Friday from 2:00 to 6:00 p.m.

Items on display at the booth will include Monel propeller shafts, fuel tanks, and fastenings. There will be a display of propeller shafts machined with the S.A.E. approved type of filleted keyway, which is said to more than double the impact and fatigue strength of any shaft metal. The exhibit will include the shaft which drove *Slo-mo-shun IV* to a speed record. New articles of equipment shown will include a Monel stove made by Wilcox-Crittenden.

THE INTERNATIONAL NICKEL CO., INC., 67 Wall St., New York, N.Y.



Wilmington's Swedish steel sheath knife combinations

WILMINGTON'S KNIVES AND MEDALS

► Among various specialties for the yachtsman offered by the Wilmington Boat Works are boatswain's sets—a well-balanced sheath knife with teak handle and Swedish Rustfri blade with a companion marlinspike—and a fishermen's combination of the same sheathknife accompanied by a smaller knife. Wilmington also puts out, just for luck and suitable for bulkhead mounting, St. Christopher medals, and bronze plaques of 4¾" diameter bearing a translation of the old Portuguese fisherman's prayer, "O, God, Thy Sea is so great and my boat is so small."

WILMINGTON BOAT WORKS, INC., P.O. Box 756, Wilmington, Cal.

UNIVERSITY SPEAKERS WATERPROOF

► Designed for rugged requirements such as marine use, Submergence Proof Speakers by University Loudspeakers, Inc., will find ready application for above-deck hailing systems, dock loudspeakers and wherever salt spray, water, or high-humidity cause eventual failure of ordinary speakers. University Loudspeakers manufacture speakers for almost every known use.

UNIVERSITY LOUDSPEAKERS, INC., 80 S. Kensico Ave., White Plains, N.Y.

The Bendix Radio Navigator is a flat type antenna direction finder

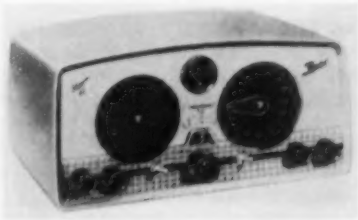
NEW BENDIX MARINE INSTRUMENTS

► One of several new items in the extensive line of Bendix electronic equipment suitable for pleasure craft is the Bendix Radio Navigator, described as compact, low in price, efficient and designed for permanent installation. Quick and accurate tuning by push buttons on all bands is a new feature. The Navigator has a flat type antenna, rising less than 2" above the top of the case, and a null meter is mounted in the case. It receives on three bands—broadcast, marine and beacon—and may be powered by 6 or 12 volts.

Bendix also announces five compact new marine radio telephones in their Skipper line, with power ranges of 28, 45, 70, 140 and 250 watts. The lower-powered units have six channels, the higher ones eight. A new circuitry design is said to improve sensitivity, selectivity and noise limiting. They are designed to comply with present and impending FCC regulations. Frequency coverage from 2,000 to 6,000 kc. is standard; higher frequencies available.

The new Bendix Portable Power Generator, weighing only 35 lb., is a self-contained, gasoline-powered generator, designed for use in sailboats and outboard cruisers without regular generating systems, but also practical as an emergency stand-by power source for larger craft. It produces 1000 watts, either 6 or 12 v., is described as quiet and air-cooled.

BENDIX PACIFIC DIV., 11600 Sherman Way, No. Hollywood, Cal.



New 45-watt, six channel radio telephone by Bendix

NEW SUDBURY LABORATORY PRODUCTS

► The Sudbury Laboratory, whose marine products include an amazing diversity of things, from boats to bilge solvent, will show a number of new items at this winter's boat shows, along with their many familiar ones.

Sudbury's new Engine Alarm gives a combined buzzer and red light warning on the bridge if the engine temperature gets over 200 degrees Fahrenheit or the oil pressure drops below five lb. The warning starts when the ignition is turned on and goes off when it starts and registers adequate oil pressure—incidentally, it also warns if ignition is left on with the engine not running. The device sells for $19.95 in 6-v. current model, $24.95 for 32-v.

Sudbury has simplified the construction of its Typhoon motor-driven bilge pump, which now has only four working parts and is said to be non-corrosive since only lucite parts come in contact with water. Its large screen surface resists clogging and it will pump 600 gal. per hr. Models for 6-, 12-, 32-, and 110-v. current, in 4" size at $39.95; 6" at $49.95.

The new Sudbury Sky-Vents, combination ventilating and light-admitting hatches, are now made completely of a tough, transparent plastic called "elephant-hide" resulting in

The Sudbury Sky-Vent is a transparent hatch and ventilator

increased admission of light. The Vents are made in 9", 12" and 18" diameters, also in custom built hatch covers.

Also made of transparent plastic is the pram dinghy—a boat which offers its passengers a good look at the fish, and vice versa. These three-passenger prams weigh under 50 lb., are 8' long, 3'9" beam and 16" depth of hull. Introduced a year ago, some 300 are now in use, many of them being carried on auto tops or on the decks of small craft.

Sudbury's Boat-Zoap, a popular salt and fresh water cleaner for galley or woodwork, is offered this year in dispensing plastic envelopes, each holding enough to mix with one gallon of water, and coming 36 envelopes to a container.

SUDBURY LABORATORY, South Sudbury, Mass.

Sudbury's Engine Alarm warns of imminent trouble in the engineroom

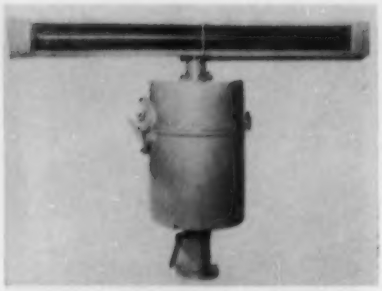
COLUMBIAN SHOWS 5-BLADED PROPELLERS

► Feature of the National Motor Boat Show display of Columbian Bronze Corp. will be a five-blade propeller embodying the latest technical advances in the five-blade prop field and available in the smaller sizes. Called the Pentadyne, this new Columbian wheel has smooth, swept-back contours which are the result of exhaustive trials and thorough analysis of data accumulated in many years work on larger five-blade propellers. Pentadyne propellers are available in diameters from 20" through 28" in all normal pitches, either right or left hand rotation.

Columbian's show booth will also display many of the other types of propellers in their extensive line, and technical personnel will be in attendance for consultation on the boatman's propeller problems.

COLUMBIAN BRONZE CORP., Freeport, L.I., N.Y.

The Pentadyne 5-blade propeller, a new Columbian product, is available in 20" to 28" diameters



Edo Radar patented antenna is only 4' long, and has transmitting unit mounted directly underneath to reduce power loss

EDO ADDS RADAR TO LINE

► Latest in the Edo line is a new small-craft radar, designed for boats with limited space and generator capacity, and priced to bring the safety and economy of radar navigation within the means of small-boat owners. The patented slotted waveguide antenna is only 4' in length, and is designed to cut down windage and be impervious to weather. The Edo Radar is said to have a range from 25 yards to 20 miles, with bearing and range accuracy of plus or minus 2%. The scanning unit can be mounted on bulkhead, desk, or overhead, and presents the picture on a 7" tube with an illuminated bearing scale, calibrated to every degree, mounted around the edge of the tube. The power unit, in a rugged, cast aluminum, watertight case, may be mounted in any convenient location.

Other Edo products include a low-cost direct-reading loran, which is completely self-contained; the Model 185 Deep Depth Sounder, which records and indicates depths from 0 to 6000 fathoms; the Fishscope, available in three models; and a Survey Depth Recorder, designed for marine survey craft.

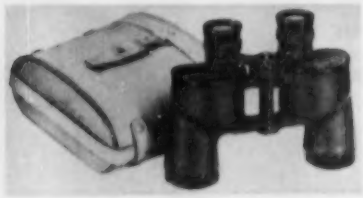
EDO CORPORATION, College Point, Long Island, N.Y.

A Northill patent anchor in its "dug-in" position

NORTHILL LIGHTWEIGHT ANCHORS

► Anchors of a design scientifically calculated to give high holding power per pound of weight have been manufactured for the past 17 years by the Northill Co., a subsidiary of the Garrett Corp. Quick-penetrating bill, broad-palmed fluke and a stock attached to the crown at right angles to the flukes are the Northill's characteristics. They are cast of high tensile alloy steel, heat-treated and hot-dip galvanized, and are made in weights from three to 105 lbs., for boats up to 80' length.

THE NORTHILL CO., 9851 Sepulveda Blvd., Los Angeles 45, Cal.



Cadillac Supreme Lightweight 23 oz. 7 X 35 Model 7022 Binoculars are $49.50. CADILLAC OPTICAL CORP., 104 E. 25th St., New York 10, N.Y.

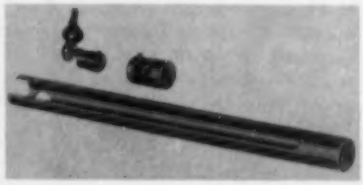
GULF HAS NEW MARINE OIL

► The major section of the Gulf Oil Corp's booth at this year's boat show will feature a huge oil can, modeled after the can that packages the latest Gulf marine product—Gulfpride Marine H. D. Oil. This newest of marine oils comes in three natural viscosity grades, 20/20W, 30 and 40, to meet lubrication requirements of all types of inboard engines, both gasoline and diesel, under either fresh or saltwater conditions. Being a high-detergency oil made from 100% alchlor-processed paraffin base stocks, H. D. Oil tackles the problem of internal cleanliness. Carbon formation and oil-ring clogging are said to be minimized, and engine parts protected from rusting.

Gulf Marine White Gasoline, represented at the show by replicas of Gulf Marine White Gasoline and Gulf Dieselect Pumps, also has something new to offer. Two new qualities have been added to this straight-run, water-white, gum-free, micronic-filtered marine fuel. A patented corrosion inhibitor will help to solve problems of corroded carburetors, fuel pumps and fuel tanks and prolong the life of marine engines by hindering formation of rust. The Gulf gasoline has been further improved to eliminate the problem of carburetor icing, a condition occurring during spring and fall when high humidity and 30-60° temperatures cause ice to form on the throttle valve.

As in past years visitors to the Gulf booth can sign up for the popular Cruiseguides, and representatives will be present at all times to offer information and advice on fuel and oil problems.

GULF OIL CORP., Gulf Bldg., Pittsburgh 30, Pa.



WINDSOR MACHINE PRODUCTS, Windsor, Vt., has added Motrlok 55 to its line of outboard locks. Fits several Mercury motors

PEARCE-SIMPSON SHOWS NEW RADIOTELEPHONE

► A new eight-channel radiotelephone, rated at 65 watts output, will be included in the marine radio equipment displayed by Pearce Simpson at the New York show. As in other of their models, this new phone will be available in a choice of two cabinets, mahogany or a combination of metal and plastic.

Other units are the 85 watt M-1, designed for 150-mile range; 35-watt M-3A; the new Islander 30, engineered for small craft with 15 watts output and five channels; and the Atlantic 70 which has five channels and 35-watts output. The latter two models have broadcast bands in the receiver, and plastic front panels which are said to eliminate usual metal-case detuning effects.

Pearce Simpson also offers Tiffiny Sparkshields for reducing engine radio noise, currently available for all Chris-Craft, Chrysler, and the Gray 110 and 427 marine engines.

PEARCE-SIMPSON, INC., 3023 Coral Way, Miami 34, Fla.

Pearce - Simpson Islander - Atlantic is an eight channel unit

The new White automatic pilot is a feature of the Wilfrid O. White & Sons' display at the National Motor Boat Show

The rocker-type Wilcox-Crittenden galley pump gives a good flow of water with little effort (right)

Wilcox-Crittenden's "wing tip" stern or anchor light, for masthead mounting (left)

A NEW WHITE AUTOMATIC PILOT

► The new White automatic pilot will be featured at the boat Show display of Wilfrid O. White & Sons. Designed and priced for the smaller boat and suitable for craft up to 55′ long, the White automatic pilot operates on 6, 12 or 32-v. current, turns the boat to any new course set by the Compass Course Selector or the Remote Maneuvering Control which, with a 25′ cable, permits quick course changes from any position the skipper may be in, forward, topside or aft.

This pilot is described as compact, and easy to install and operate. Its binnacle unit, with a special White Compass, uses a new type photocell to relay compass course information, and the amplifier and relay box which feed the signal to the power unit uses a special transistor in place of tubes. Construction is described as rugged and reliable. It is a "non-hunting" system in which the motor does not have to work continuously, so that its current consumption of about 40 watts when actually operating is only about half that amount over a period of time.

Other White items featured at the show will be their Corsair, Express and other Constellation-type spherical compasses and the SurEcho and White Echo Depth Sounders.

WILFRID O. WHITE & SONS, INC., 178 Atlantic Ave., Boston, Mass.

Wilcox - Crittenden lightweight cabin ventilating ports have plexiglas panes and are screened

WILCOX-CRITTENDEN FITTINGS

► The already tremendous line of Wilcox-Crittenden marine hardware and fittings, familiar to sailors and yachtsmen for over a century, has been further expanded for 1956. Among the new items Wilcox-Crittenden, now a division of North & Judd Mfg., Co., lists flexible-shaft electric bilge pumps, lightweight ventilating marine windows, streamline half ventilators, "wing-tip" navigation lights, telescoping sealed-beam searchlights, underseat utility boxes, claw anchors, galley pumps, lightweight boat drains, die cast fittings, fishery swivels and snaps, drain plugs, boarding steps, and many more.

The entire Wilcox-Crittenden line, all the hardware in which is produced in the company's Middletown, Conn., plant, fills a 164-page catalogue, which is available to the public for $1.00. For boat owners whose interests are more specialized, the company has put out a Small Boat Fittings catalogue, for 25¢, which will be available at the New York and Chicago boat shows. It is also publishing a Sailboat Fittings Catalogue, which either will be ready for the shows or may be ordered there for delivery in the near future.

Extensive as are the company's show displays, they of course constitute hardly a drop in the bucket of the entire line. Many of the company's staff will be in attendance at the shows to help the visitor with his boating problems.

Wilcox-Crittenden states that the installation of new machinery and the adoption of improved production methods has resulted in few and modest increases in prices in comparison with the large increases in metal and other costs of manufacture during the past year.

WILCOX-CRITTENDEN DIV., North & Judd Mfg. Co., Middletown, Conn.

Manhattan Marine sells this 8-day recording barograph

Sea Chime and Sea Clime make a matched pair, from Manhattan

MANHATTAN MARINE IS EXPANDED

► Manhattan Marine & Electric Co., one of New York's largest suppliers of yacht fittings, hardware, equipment and instruments, has expanded and improved both its showroom and warehouse facilities during the past year to take care of increased business. Manhattan has added two new items to its line of clocks and barometers. The Sea Chime clock and Sea Clime barometer have imported movements in polished brass moisture-proof cases. They come with or without ship's wheel trim and singly or as a mounted matched pair. Also new is an eight-day recording barograph with compensated jeweled movement in a mahogany case.

One-inch and half-inch half oval stainless steel rub rail has been added to the ¾″ size and the stainless hatch trim introduced last year.

MANHATTAN MARINE & ELECTRIC CO., INC., 116-118 Chambers St., New York 7, N.Y.

The Morse MH-2 single lever engine control operates starter, gears and throttle with one hand

The Boat-Test, by Morse, is an electrical trouble-shooter (right)

NEW MORSE ONE-LEVER ENGINE CONTROL

► Completing the Morse Instrument Co's line of engine controls for any marine application is the new Model MD-24, a single-lever, all mechanical control system for lighter loads than Morse's MD-36 heavy duty diesel unit. The latter, also all-mechanical, has a smooth operating two-way enclosed cable and roller chain system between engineroom and one or more remote pilothouse or bridge stations, easily operated through any length of cable run or number of bends. The other Morse single lever mechanical control, MH-2, operates through two push-pull cables and is recommended for gasoline and small diesel engines with hydraulic reverse gears, single or dual stations. Lowest priced in this line is the Model S control for either throttle or hydraulic clutch, gas or diesel engines, single or twin engines, single or dual stations.

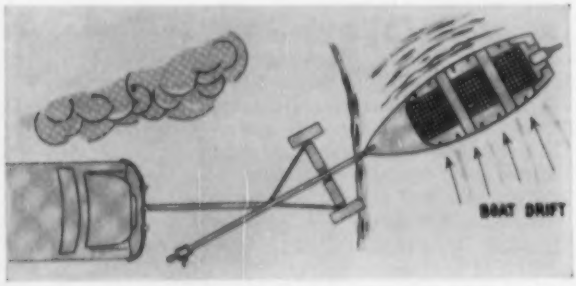
The new Morse Boat Test, for trouble-shooting marine electric circuits, is said to check the complete electrical system of any boat in minutes without disconnecting a single wire. As an ammeter it measures the current draw of practically any electrical device aboard, while as a voltmeter it reads the charging rate at the voltage regulator.

Morse bow lights, for docking and mooring-locating, now have filament shields to trap upper light rays. The Morse Marine Chargicator with new Model 460-52 Switch panel kit shows battery charge of two batteries from the instrument panel. Model 46 Chargicator Meter is used to check batteries, and with switch panel kit when 2-to-9 batteries are to be checked.

MORSE INSTRUMENT CO., Hudson, Ohio.

TEE-NEE TRAILERS FEATURE TIP-N-TURN

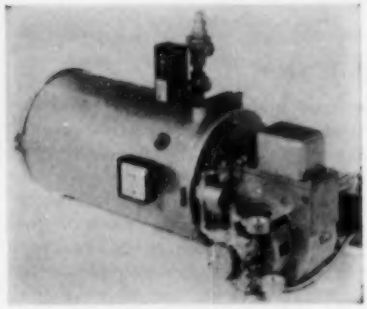
► As an aid to loading and launching, 1956 Tee-Nee boat trailers feature a Tip-N-Turn unit as an optional accessory. It permits the entire trailer to tip backwards for launching while the rig is still coupled to the car, and allows the trailer to be maneuvered from side to side when loading, compensating for the sideways drift of the boat at water's edge.



Tee-Nee's Tip-N-Turn accessory compensates for boat drift

Also new is a special heavy-duty tandem trailer capable of carrying up to 3,000 lbs., which has a mechanical-hydraulic surge brake. The tongues of two models used for carrying small outboard boats have been redesigned and will have nylon rollers recessed in the grooved track to glide boats on and off. It will be possible also to increase load capacity of the 1956 Tee-Nees. An adapter which allows an overload spring to be added will be furnished as standard equipment and the spring may be purchased as optional accessory. The deluxe models include a tail light bar assembly complete with stop and tail lights and applicable to installation of turn signals if necessary. All 1956 models are designed to incorporate features which give easy operation and safety in launching and transporting boats.

TEE-NEE TRAILER CO., Youngstown, Ohio.

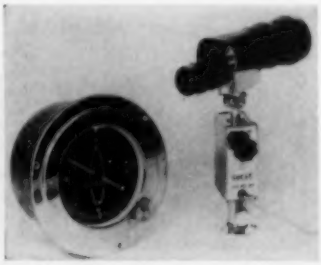


Way-Wolff central heater for cruisers 40′ to 60′ long

A SMALLER WAY-WOLFF HEATER

► A smaller central heating and hot water plant, for yachts in the 40′-60′ size range, is announced by Way-Wolff. Like its larger prototypes, it is of two-pass fire tube, wet back design. It measures under 3′ from deck to top and occupies a space only 14″ in diameter. It is fired with diesel fuel, operates with a one-pipe forced circulating system, and provides for tankless hot water service.

WAY-WOLFF ASSOCIATES, INC., 33 Fulton St., New York 38, N.Y.



Bearings lined up through the Guest Bearing indicator (right) show on the Wind Indicator dial (left) in degrees

GUEST BEARING INDICATOR

► The Guest Bearing Indicator, to be used in conjunction with the Guest Wind Indicator dial, is a new Guest product incorporating a 7 × 50 monocular for identification of distant bearing points. The bearing of the object is shown on the Wind Indicator compass dial, in degrees. It retails at $175 when purchased as an accessory to the $265 wind indicator.

These instruments will be displayed by Guest Products at the National Motor Boat Show. Other Guest products on exhibition will include: a compact, light Automatic Pilot, in $450 standard or $645 de luxe models; a powerful portable Radio Direction Finder for $158; Chartmaster parallel rules at $17.50; two power megaphones, the Commander at $49.50 and Thunderbird at $96, including batteries, the lightweight Radiochron at '$139 and the Weathercaster at $5.

GUEST PRODUCTS CORP., 381 Fourth Ave., New York 16, N.Y.

The Communicator, 4-channel phone with broadcast band

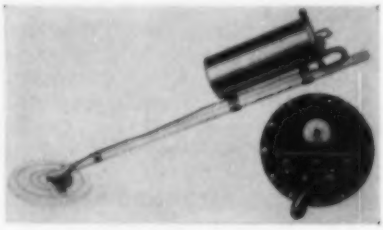
BLUDWORTH INSTRUMENTS GO UNDERWATER

► New and improved marine instruments, manufactured by Bludworth Marine, promise to ferret out underwater secrets with precision electronic equipment, such as underwater television cameras, metal object locaters, scanners and unusual depth sounders, and a new underwater self-propelled motor wing. The underwater television cameras are available in several models and are designed for marine research and deep sea salvage work at depths down to 200′. The UML-20 Underwater Metal Locator, also designed for salvage, is for locating cables, pipes, sunken vessels, and outboard motors, not to mention treasure. All of these products will be displayed at the New York Boat Show.

Also on display will be Bludworth's complete line of radiotelephone equipment, direction finders and depthometers. One of the latter, the ES-121 B, is designed for smaller pleasure boats and is a light, compact instrument which sells for $269.75. Another small-boat favorite is the Communicator BRT-1025 four-channel radiotelephone which sells for $265.00, in 6 or 12 v.d.c. models, occupying less than a cubic foot of space. In the direction finder line will be the well-known Port Pilot, a self-contained direction finder which has been reduced in price to $178.40, less batteries; and the Mari-Guide, Model DF-1029A direction finder.

Of interest to large vessel owners will be the stress and trim finder, designed for cargo vessels and tankers, which shows whether any proposed distribution of load will result in a safe sailing condition.

BLUDWORTH MARINE, 92 Gold St., New York 38, N.Y.



UML-20 Underwater Metal Locator locates sunken outboards

MARINE GEARS BY SNOW-NABSTEDT

► Marketed under the names of "Joes" and "S-N" are the lines of marine gears produced by Snow-Nabstedt.

Several models of their hydraulically-actuated and air-operated reverse and reduction marine transmissions, rated as high as 1,000 hp. will be displayed at the New York Boat Show. Also shown will be a new, versatile lever control for air-operated gears. This package unit is designed to provide simplified means for conversion from push-button to lever control.

Hydraulically-actuated transmissions in the Show display have been designed for economical finger-tip controls to yield instant response with a minimum of effort. These transmit power direct from the forward clutch to the reduction gear, resulting in low power losses. Clutches are self-adjusting for normal wear, assuring long life. Reduction gearing is heavy duty, of the herringbone type. Various reduction ratios are available for either right or left hand rotation.

THE SNOW-NABSTEDT GEAR CORP., Hamden, Conn.

NEW PRODUCTS BY CALAHAN

► H. A. Calahan, best known to boat show-goers as the purveyor of Chilled Varnish and Celastic boat surfacing materials, has as usual some surprises this year. One is his new Dumbbell Puddening for the protection of the gunwales of dinghies and the sides of yachts they rub up against. This has a dumbbell cross section and consists of two resilient beads of foam rubber with a steel mesh imbedded in them which forms the shank of the dumbbell. The whole is coated with a thick layer of rubber and covered with mildewproofed canvas duck. Brass grommets are provided for screw attachment to the boat, where it may be installed either with both beads over the side or one overside and the other protecting the top of the rail. It comes in a choice of sizes, the smallest of which sells for 39¢ a foot.

The Celastic boat and deck covering is a plastic product that looks like blotting paper and which after being immersed in a "dunk" is laid over the surface to be covered, where it hardens to a tight, tough coating. Several additions to this Celastic line, though still in the testing stage and not yet for sale, will be introduced at this year's show. They include a polystyrene Celastic expected to be lower priced than the regular cellulose nitrate Celastic; three new Celastic fabrics based on nylon, orlon and dacron, and one new nylon of a particularly stretchable kind.

Another product will be wood-toughening material, to be applied to the hulls of very old boats in bad condition before applying Celastic. Calahan's Three-Ton adhesive, a strong, waterproof material used for making repairs to both wooden and metal parts of a boat, will also be on display, along with Calahan's Chilled Varnish.

H. A. CALAHAN, INC., 859 Mamaroneck Ave., Mamaroneck, N.Y.

The new heavy-duty diesel engine control unit recently announced by Marmac

The Marmac Dynaflex steering gear, in diagramatic view

MARMAC HEAVY DUTY DIESEL CONTROL

► A new heavy-duty diesel engine control rounds out the Marmac line of engine and steering controls for pleasure and working craft up to 50′ or so. Supplied in left and right hand models, the new control is said to handle any type diesel. A tension adjustment on the throttle lever side holds the governor lever in position. Larger heavy-duty Tru-Lay push-pull cables give a capacity said to be five times that of the standard Marmac controls. Chrome plated of unpolished units are available.

The Marmac Dynaflex non-magnetic steering gears come in three sizes: the largest for boats up to 50′ and longer; an intermediate size for cruisers up to 35′, and a small model for outboard cruisers and small kit boats. Ease of installation is said to be a characteristic of both the Marmac engine controls and steering gears.

MARMAC PRODUCTS, 2300 Bellevue, Detroit 7, Mich.

The improved Merriman Spinnaker Pole Socket for racing yachts

NEW MERRIMAN YACHT FITTINGS

► Merriman Bros. list a number of new items in their all-inclusive line of yacht fittings, blocks and rigging for 1956. A new nickel silver Sail Slide Stop of channel type, with a positive spring latch, makes for quick and easy loading. An improved Spinnaker Pole Socket for larger sailing craft has increased socket length with greater bearing surface on the pole. Elimination of the thwartship rivet in this fitting avoids weakening the pole; offset shackles permit easy detachment of spinnaker lift and foreguy, and fold against the pole when stowed.

Merriman's Number 5 Geared Deck Winch, with 18:1 power ratio, designed for 30 to 40-foot yachts, is said to be the smallest geared winch available and can be installed on the same mounting as their Number 3 top action winch. Their Universal Pulpit, a safety factor when handling sails and ground tackle on the bows of yachts, comes in three models, the Knockabout, for sailing craft without bowsprits; Bowsprit Model, and a re-designed Power Boat Model.

Push Button Handles for top action winches have positive locking action and avoid the finger-pinching proclivities of older types. The new Lewmar Self Bailer, for dinghies and small sailing craft, operates at any speed over three knots by simply depressing the handle, and causes no resistance when closed. Also new are lightweight Lightning Class spreaders and V-struts of stainless tubing with molded nylon tips.

MERRIMAN BROS., INC., 185 Amory St., Boston 30, Mass.

Sperry's new Smoked Elk Oxford for men. Of hand-sewn moccasin construction with a steel shank and Topsider sole, it is one of the many styles available. Sperry also makes a waterproof foul-weather suit

SPERRY BROADENS TOP-SIDER LINE

► Each year Sperry Top-sider Footwear comes out with a new style to broaden its line of deck shoes with the Sperry patented fine-slit squeegee soles that give firm foothold on wet, slippery, heeling decks. This year's new one is a smoked elk leather oxford for men, of mocassin construction with a steel shank and a floating sole that makes it possible to salvage the shoe if it falls overboard.

Sperry lists five fabric and two leather shoe styles, for men and women, with the fabric uppers coming in a choice of colors that includes, white, Navy, faded blue and even red. In addition, there are Top-sider-soled knee and hip length rubber boots to wear over shoes, and a knee boot to wear over socks. For bad weather Sperry is also producing a faded blue waterproof suit of light, pliable, rubber-coated cotton fabric. Its trousers are full cut with drawstring top and easy access pockets; the jacket has a snap-fastener closing front and a hood with drawstring.

SPERRY TOP-SIDER FOOTWEAR, 15 Main St., Beacon Falls, Conn.

BOWERS BATTERIES FOR OUTBOARDS

► Bowers has developed a group of six batteries specially designed and built with the lightness and compactness desired for use with electric-starting outboard motors. Bowers' BA series, for 12-v. starting, have aluminum containers and covers protecting the hard rubber cases and come in 29 and 39-amp. hour sizes. The B series is similar but has no aluminum container, and comes in 39, 31 and 29-amp. hour capacities. For 6-v. starting Bowers has the L-6 model with a rating of 55 amp. hours.

For larger craft, Bowers offers a complete line of batteries in all voltages and sizes up to 1020 amp. hours. The company lists as features of these batteries: Bowers exclusive grid material, corrosion resistant and said to give long life; "finer milled" oxides said to give good results at very low temperatures and permit increased capacity in less space; damage-resistant hard rubber cases, separators with great resistance to high temperatures and acids, and other refinements.

BOWERS BATTERY & SPARK PLUG CO., Reading, Pa.

AN ENGINE-HOURS RECORDER

► Knowing how many hours an engine operates altogether, or between overhauls and servicing, is an important factor in a proper machinery maintenance program, but few pleasure boat skippers bother to keep written engine logs. The John W. Hobbs Corp. now offers a direct-reading meter which gives this information on a dial mounted in engine-room or instrument panel. Resembling the mileage dial in an automobile speedometer, it records hours and tenths of hours of operation up to 10,000 hours, then returns to zero. The timing mechanism is a ruggedly-built, electrically-wound clock, and it operates on voltages from 6 to 110.

JOHN W. HOBBS CORP., Springfield, Ill.

IVALITE SEARCHLIGHT IMPROVEMENTS

► The Arnolt Corp. offers new features in its Ivalite marine spotlight line. One is a side mounting, for attaching the base of the light to the side of a windshield or cabin trunk. The deck-mounted Ivalite's base has been redesigned so that the operating mechanism and flexible cable are concealed without cutting through the cabin top. Either type gives 360° revolution of the light without wire fouling, and is available for half-mile or mile beam. A triangular-shaped control knob is now standard for all Ivalites, giving a firmer grip than the usual round type of knob.

ARNOLT CORP., Warsaw, Ind.

ANCHORS AND ANCHORING BY DANFORTH

► The new edition of "Anchors and Anchoring," distributed free by Danforth Anchors, has much interesting and useful information on anchoring. For instance, according to Danforth, a 40-knot wind has 12% more pressure at a temperature of 30° than at 90°, which indicates that anchor load increases in cold weather. The former edition was used as a textbook in various boating courses and the new edition is said to be still more complete since it contains results of the last two years of Danforth's research on anchors and anchoring. Copies are free on request.

The 1956 line of Danforth TM Reg. Anchors will be the same as in 1955. Standard anchors are made in all sizes from 2½ to 21,000 lbs., Hi-Tensile anchors are made from 5 to 90 lbs., and the Shearpin anchor is made in the 4-lb. size only. Further details on any of these anchors are available from the manufacturer.

DANFORTH ANCHORS, 2125 Allston Way, Berkeley, Calif.

"THE BOAT SHOW IN PRINT"
is continued on page 310

"When we're out for trout in the sky, **we always depend on Champions"**

writes Sherman Jones, Manager of Yellowstone Park Company's Boat Division

There'll be tasty Yellowstone trout in the pan before sundown, thanks to Champion Spark Plug dependability. Yellowstone Park visitors catch a whopping 375,000 trout every summer, during their visits to Yellowstone Lake near Gardner, Montana. As the Yellowstone Boat Division puts it, "We sell pleasure to thousands, and Champions help make this possible."

Up 7700 feet in the sky, on the waters of Yellowstone Lake in Wyoming, Sherman Jones manages a flotilla of 21 power boats, 21 ft. or longer, plus 125 rowboats. The power boats alone handle 15,000 persons from June 15 to Sept. 15, for trout fishing and pleasure rides.

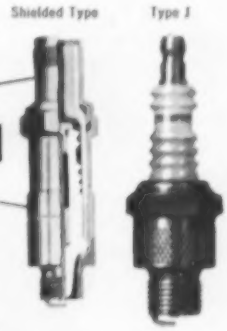
Each power boat averages 10 operating hours a day, seven days a week. Some runs are 40 miles long. Because Yellowstone Lake is many miles from supply houses and complete boat service facilities, Mr. Jones has the foresight to stock plenty of Champion Spark Plugs to help keep engines in tip-top running order.

Mr. Jones says, "When we're out for trout in this short season, so far away from service facilities, we need the dependability of Champions."

USE POWER-RESTORING

CHAMPION

SPARK PLUGS



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MERCURY for 1956

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1956 Fashion Academy
Gold Medal Award

10 Magnificent Mercury Models in America's Most Powerful Most Colorful Outboard Line!

Costumes by Carson Pirie Scott & Co.

The mark of leadership that turns the heads of the crowd! This year, more than ever, it belongs to Mercury for 1956!

With 10 great models ranging from 5.9 to 40 horsepower . . . with outboarding's widest variety of dazzling two-tone color combinations . . . with new quietness, new ease of operation, and sleek, compact Kiekhaefer "years ahead" design, Mercury's mark of leadership brilliantly reflects its own pace-setting performance! See the colorful Mercurys for '56 at your dealer's now! He's listed in your classified telephone directory.

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Fond du Lac, Wisconsin

Features of Mercury motors are protected by issued or pending patents

a **mark 30E**
Turbo 4, 30 h.p. Alternate Firing Four with MercElectric Starter-Generator

b **mark 55E**
40 h.p. 4 Cylinder in Line Thunderbolt Engine with Turn-the-Key Electric Starting and Generator

c **mark 25E**
20 h.p. Alternate Twin Hurricane Engine with Merc-Electric Starter

d **mark 30**
Turbo 4, 30 h.p. Alternate Firing Four

e **mark 6**
5.9 h.p. Alternate Twin Comet Engine. Weighs only 42 pounds!

f **mark 25**
20 h.p. Alternate Twin Hurricane Engine

g **mark 55**
40 h.p. 4 Cylinder in Line Thunderbolt Engine

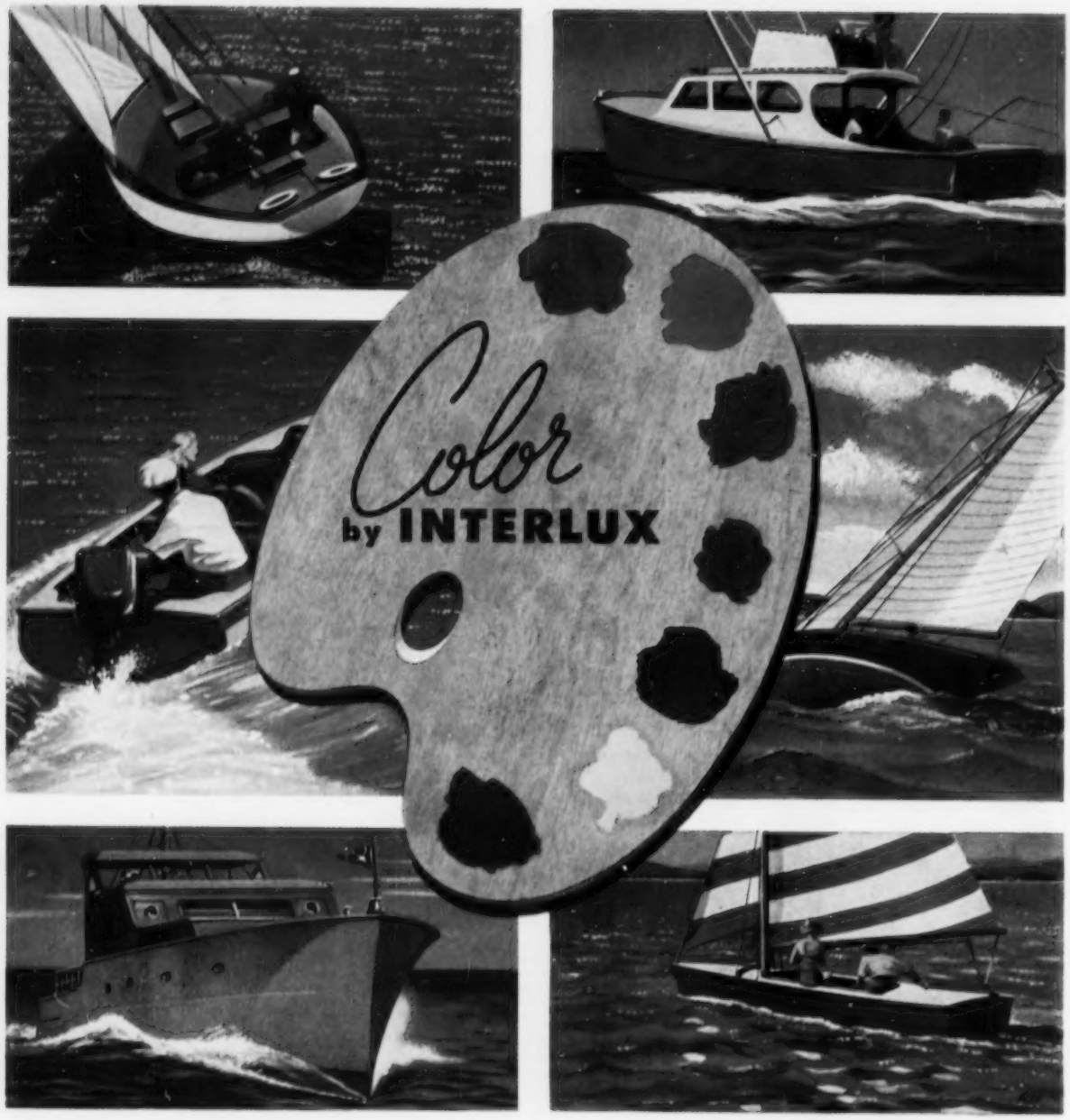
Three great models for stock outboard competition (not shown)

mark 20H
King of Class B

mark 30H
New Pace-Setter for Class C

mark 55H
Ruler of Class D

Write for FREE illustrated Catalog!



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So much for beauty, but now let us consider the practical phase of boat painting. INTERLUX Paints and Varnishes give lasting protection to topsides, spars, decks and interiors. They resist sun, salt water and hard usage and never chip, craze, crack or blister. An INTERLUX surface washes like a china dish. International Bottom Paints are also available in attractive colors. They are the most effective anti-fouling compositions obtainable.

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WORLD'S LARGEST MARINE PAINT MAKERS

THERE'S "Springtime Sparkle" IN EVERY BRUSHFUL

(and it lasts all season long)

There are enough headaches to fitting out a boat without having to worry about what it will look like in the fall. It's easy to be sure—when you make sure that only Smith-Valspar marine finishes are used on your boat. In every can there's "mixed-in" quality that means truer, brighter colors and long-lasting beauty; that gives you an extra lift of pride when you're cruising your favorite waters.

Make Smith-Valspar marine finishes number one on your boat shopping list. We'll be glad to send you a color card and the name of your dealer.

P.S. Hope you have a good summer.

SMITH-VALSPAR MARINE DIVISION, THE VALSPAR CORPORATION, ARDMORE, PA.

► American Power Boat Assn. members, convening in Detroit over the first weekend in November for their annual meeting, heard their officers report a year of steady growth but a financial situation showing signs of poor health.

During the season just past the several categories of racing boats had posted a gratifying increase in their total number and in the number of sanctioned regattas. Most impressive of the groups was the stock outboard category with a one year increase in registered boats from 2,953 to 3,142 and a rise in regattas from 174 to 210.

The fiscal picture presented by treasurer Gerald Hanley was not so rosy. Receipts—which totalled almost $72,000—were less than $500 in excess of expenditures. Although not as touchy as it might seem, since the expenditures included a substantial addition to investments being built up as an emergency fund, it did indicate that a continuation of the present financial set-up would mean that nothing could be done to provide needed additions to man-power at National Headquarters. As a result it was decided to conduct a mail vote on boosts in registration fees, in sanction fees and in club dues, and the elimination of Subscribing Members whose payments were not showing a sufficient margin over the cost of servicing their memberships.

The location of two 1956 high spots was established with the announcement that the Stock Outboard National Championships would be conducted by the Cambridge Yacht Club at Cambridge, Md. while the Association's next annual meeting would be in Chicago under the sponsorship of the Outboard Club of Chicago.

► Most important business before the A.P.B.A. Council meeting in Detroit was consideration of Jack Maypole's plan to merge A.P.B.A. and the National Outboard Assn. Maypole had earlier circularized key officials and competitors of both organizations with a proposal for bringing the two together and thereby eliminating the current situation of two sets of rules, two sets of records and two outlays for dues on the part of many outboarders.

The gist of Jack's presentation to the Council was that he wanted A.P.B.A. drivers in all outboard categories to vote on whether they wanted a plan of combination similar to the one he had created. President George Trimper reviewed his own correspondence with N.O.A. on the possibility of a merger and concluded that he "did not feel that the the time for a vote will be at hand until we have been able to obtain some concrete suggestions from N.O.A."

Council finally voted to ballot all A.P.B.A. outboard members on a proposition to create a committee from their own ranks to negotiate with N.O.A. for a possible merger.

► One large hot potato landed in the hands of the Inboard Racing Commission at its Detroit meeting in the form of an Aug. 11 conflict, with Detroit Yacht Club wanting that date for the Gold Cup and Seattle Yacht Club seeking to schedule its Seafair Trophy race for unlimiteds on the same day.

In view of the travel time between Detroit and Seattle, it was obvious that the two events would have to be separated by at least two weeks if both regattas were to draw good entry lists from the nation's unlimited fleet.

Prior to the I.R.C. meeting, the Gold Cup contest Board had heard the Detroit side of the story from D.Y.C. Commodore Clyde Palmer and the Seattle "pitch" from Jerry Bryant. Thereupon the Gold Cup owners present voiced a unanimous recommendation that the two regattas be so scheduled that any boat could take part in both.

The I.R.C., giving primary consideration to the wishes of the owners, voted 10 to 1 to award the Aug. 4-5 week-end to Seattle and Aug. 18-19 to Detroit.

Seattle happily accepted the earlier date and announced a $25,000 purse for the Seafair race. Already pledged toward this sum is $5,000 from Northwest Marine Industries, a trade association dedicated to safe boating in the Puget Sound area, and $1,000 from KING Broadcasting Co. of Seattle.

Commodore Palmer indicated that denial of the 11th date to Detroit might jeopardize D.Y.C's sponsorship of the 1956 Gold Cup race.

► Carl Johnson, for the past six years Executive Secretary of the American Power Boat Assn., has announced his decision not to continue in that capacity beyond Dec. 31, 1955. Mrs. Bernadette Harper, long a key member of the National Headquarters staff, has been named Acting Executive Secretary commencing the first of the year.

Having worked with Carl closely during his regime, we compliment him on a job well done and wish him all success in whatever he next undertakes.

► We know that Mrs. Harper, another old friend, will continue to render service in keeping with the standard of the A.P.B.A. Detroit office.

► After final overhaul by the Contest Board, 1956 Gold Cup rules have these qualifications for drivers: 1) Must possess current evidence of having passed CAA physical examination required for student pilots. 2) Must pass an examination on rules, given by referee. 3) Must either a) have driven in, or been qualified for the 1955 race, or b) have been approved by a majority of the driver qualification committee, based on (1) driver having competed in at least 3 heats in at least 2 different A.P.B.A.-sanctioned regattas in any inboard class, or having started in at least 3 unlimited heats, during the previous 12 months and (2) driver doing 90 m.p.h. or better for at least 5 laps under observation of driver qualification committee with at least one observer present on each turn.

The procedure for qualifying and eliminating boats requires that a boat: 1) pass safety inspection. 2) run 3 laps at a minimum of 90 m.p.h. 3) From those boats which have qualified at 90 m.p.h. or better, but in no case from more than the 12 fastest qualifiers, there will be drawn by lot groups A and B, as nearly equal as to number o boats as possible, but in no case to exceed 6 boats per group. 4) Heats One and Two will each be run in two sections. Group A will race in Heat One, Section A and in Heat Two, Section A. Group B will race in Heat One, Section B and Heat Two, Section B. 5) The two sections of each heat shall be scored together as though they constituted a single heat, points being awarded according to the respective times of the boats which raced in the two sections. 6) Times established during the running of the sections of Heats One and Two shall be eligible for credit for fastest heat and fastest contest bonuses. 7) If a caution flag has to be shown during any section, that section will be re-run. 8) The six boats which accumulate the highest number of points in Heats One and Two will be eligible to compete in the third and final heat. 9) If any of the 12 drawn boats is unable to start in any of the heats, the 13th boat will move up, etc. 10) The several sections of Heats One and Two shall be run on an interval of not less than one hour. There shall be an interval of at least two hours separating the starts of Heat Two, Section B and the final heat.

► Results of the 1955 racing rule ballot of A.P.B.A. include a prime safety move which reduces the maximum numbers of starters in an inboard event from 16 to 12.

Cruisers . . .

or outboards . . .

Now! New Esso Marine Gasoline with "Marnol"* assures improved engine performance at economical cost!

Now, for your happiest cruising yet, new Esso Marine Gasoline with "Marnol"* is ready to power your cruiser or outboard! You get the same high quality and performance of the great Esso Gasoline you use in your car *plus* an important *extra* for marine service – "Marnol".

Developed by Esso Research, new Esso Marine Gasoline with "Marnol" is designed to keep carburetors and intake manifolds *clean*, to improve valve action and assure smooth, trouble-free marine engine performance. New "Marnol" fights fuel tank and line deposits, too. This great new marine gasoline brings pleasure, power and economy to your cruising the year round.

So next time your cruiser or outboard needs a tankful, put in at the famous Esso sign for new Esso Marine Gasoline with "Marnol". You'll get dependable power and improved marine engine performance at economical cost – for your happiest cruising yet!

Special! For the new high-compression marine engines get new Esso Extra Marine Gasoline with "Marnol". Gives full power and top performance from your marine engine under all-around cruising conditions. For quick starts and fast warm-ups, for top power and performance, get new Esso Extra Marine Gasoline with "Marnol"!

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NEW – crisp, modern design is evident everywhere. Browns, grays and blacks give way to sparkling marine blues—sapphire whites—satin chromes.

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The GAM

► It's five years since we let you folks in on the pre-original unveiling of our Superdelush Express Flying Cockpit KomfyKraft. So, although of course our plant capacity is sold out through mid-summer of 1959, we're going to tip you off to some of the new glories of our Marvelmaster Model 1956 KomfyKraft.

The interplanetary KomfyKraft fleet has been restyled by our new designing genius, V. Hogsheer Pumpenpatch. The minute we heard of Mr. Pumpenpatch as the man who was awarded the Cadmium Medal of the Society of Container Constructors for having designed a shipping crate that could be built with hardly any materials, man-hours or money, we knew he was Our Boy. We staked him to a six-months course at the University of Jugoslavia, to learn to sharpen one end of the crate. We also bought him a ticket on the Long Island Railroad, where he studied the Long Island's intricate interior design for compressing 10 people into a space formerly occupied by four in some comfort.

The triumphant outcome is the magnificent 1956 KomfyKraft fleet. These superb seagoing creations draw practically no water, stand three full stories high and burn more fuel per mile, go faster through 40-foot ocean seas, throw more wash per knot, sleep more people in less space and are more unpredictable to maneuver than ever.

Taking a hint from the automobile industry, which has convinced its customers that they (the customers) are too feeble to steer their own cars, apply the brakes, or even shift gears without mechanico-magic aid, we have made the 1956 KomfyKraft 100% push-button controlled. Want to back into your marina slip, lay out courses for a world cruise, or wash dishes? Just push the right button. No effort required, and no crew except a resident electronics engineer.

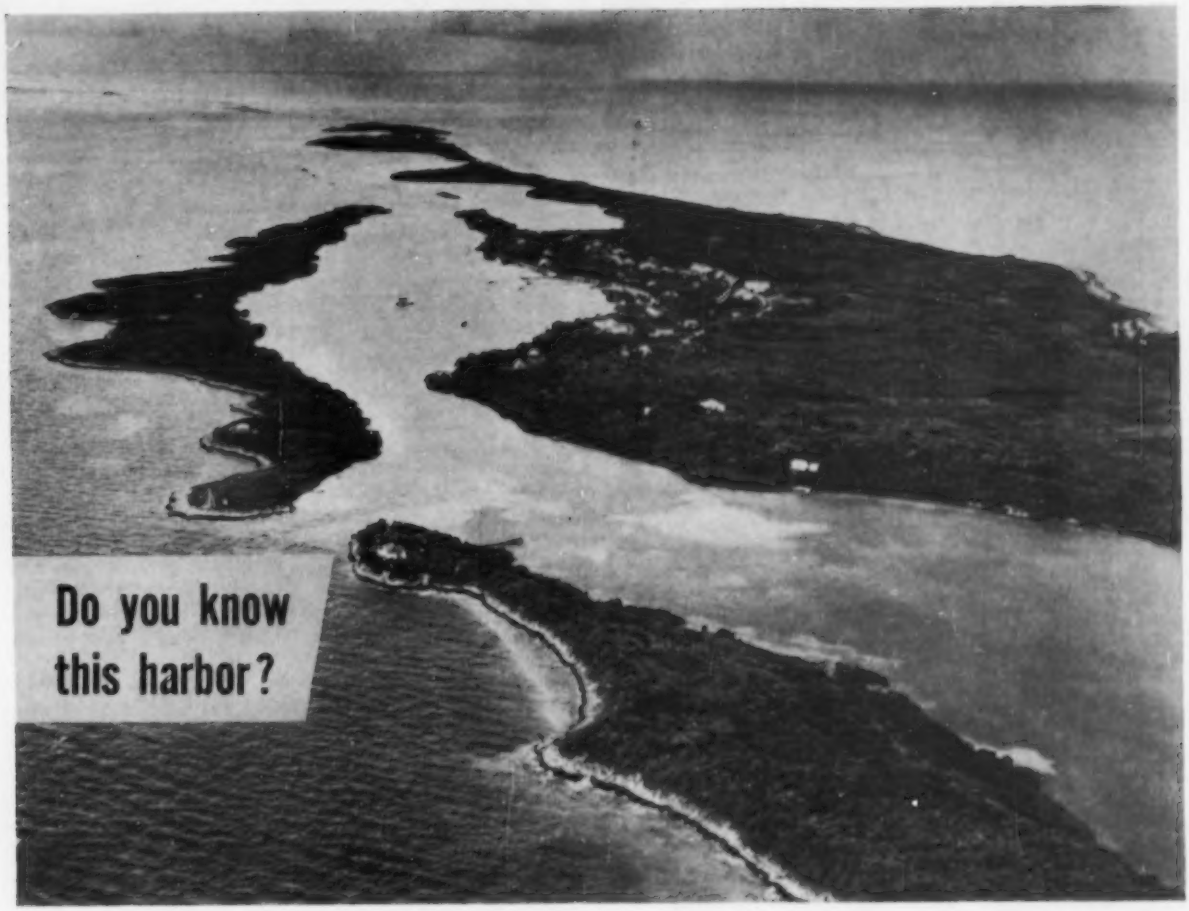
Generator and battery problems have been banished. By scientific juxtaposition of ferrous and non-ferrous metals below the waterline we have created a built-in battery furnishing current enough to run a street-car line.

No more messy anchor-hauling! Each KomfyKraft comes with a supply of expendable, flyweight, aluminum-foil anchors. When you're bored with one port (or vice versa) just cut the disposable tissue rope.

All outboard models of KomfyKraft are certified by our very own engineers to use outboards up to 500 hp. safely. Where less daring builders have cut away part of their transoms (the boats', that is) so water can get in with less fuss, we have boldly eliminated transoms altogether, making it just as easy for the water to run out of as in.

You'll see KomfyKraft everywhere this summer. You can't miss them, thanks to our Fan-Tasti-Ramic color schemes, designed for us by Grandma Jacobs, whose patchwork quilts knocked everybody's eye out at the Barnstable Fair. KomfyKraft are painted in dashingly conceived patches of the most eye-assaulting incandescent colors—flamingo, grape, pink granite, Lochinvar green, larkspur, turquoise, cherries-in-the-snow, ham-on-rye—no two alike. The effect is so overpowering as to completely distract the beholder's attention from the profile of the 1956 KomfyKraft—which is just as well.

THE BOATSTEERER



This picturesque island which is the center of the boat building industry in Abaco offers an ideal anchorage for both large and small boats. Vessels drawing up to nine feet can get in from the sea at either end and anchor in the lee of the cay. The inner harbor formed by a long thin cay paralleling the west shore of the larger island is practically landlocked. A dredged channel at the southern entrance has about four feet at low water and the northern one about three. Once inside, however, there is six to seven feet at the settlement anchorage and considerably more in the southern harbor. Groceries, sea food and fruit may be obtained at the local stores, also fresh water in an emergency and occasionally, gas and oil. This lovely harbor where the mail boat calls only once a week is Man-O-War, Bahamas.

CHUBB & SON 1882

Chubb & Son UNDERWRITERS

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See your Broker or Agent

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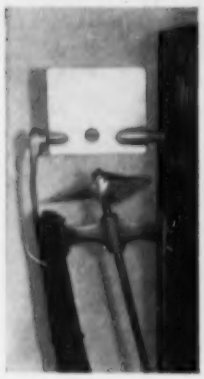
THE FINEST IN SEA SKIFFS

23' SEA FOX "ADMIRAL"



Full vision thru windshield in standing or sitting position. Level cockpit floor, Two 6'8" bunks, Toilet, Copper fastened, 125 HP Chrysler engine.

Built by craftsmen of famous Sea Bright dory era.

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SEA FOX SKIFFS

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With the UNITED STATES POWER SQUADRONS

CHANGE OF WATCH

► Executive Vice Commander William C. Wolfmuller has been nominated for election as chief commander at our annual meeting in New York Jan. 13-14. He will succeed Kenneth B. Champ, of the Fostoria Squadron, who is retiring after having served the usual two one-year terms. A newcomer to our national executive staff, A. Raymond Morse, of Miami, has been named administrative vice commander.

Wolfmuller has been a member of the Bayside Squadron since 1941. He commanded Bayside from 1945 to 1947 and District 3, which covers Long Island, in 1951-52, becoming administrative vice commander in 1952 and taking his present position in 1954. He is active in the Coast Guard Auxiliary and headed Flotilla 1210 in the war. He was commodore of the Huntington Y.C. in 1953 and 1954 and is president of the N Club of New York, which is composed of graduates of our celestial navigation classes. He owns the 34' cruiser *Petty*.

Administrative Vice Commander Lester C. Lowe has been named executive vice commander. Dr. Lowe, a member of Los Angeles since 1941, commanded that squadron in 1945 and District 13, which embraces California, in 1946. He served as vice president of the American Power Boat Assn. for two years; is a former commodore of the Hollywood Y.C.; and also a member of the Newport Harbor and Los Angeles Y.C's and of the North American Y.R.U. He is skipper of *Hypo*, a 40' cruiser.

Dr. Lowe served in the Navy in World War I; and in World War II he taught navigation, piloting and seamanship in his office to yachtsmen, many of whom later became officers in the Navy, Coast Guard and Merchant Marine. He also served in the Coast Guard Auxiliary in the last war. Born in Brooklyn, he grew up on Long Island Sound, where he raced sharpies, going to the west coast in the mid-'20s.

Morse, a member of the national planning committee, was commander of the Miami Squadron in 1948 and of District 8, which comprises Florida, from 1949 to 1951. He is a member of the Coast Guard Reserve and the Auxiliary and in the war the 26' *Gallavant I*, which he then owned, served on Coast Guard patrol, participating in several "submarine alarm" rescues at sea. When he headed Miami he was instrumental in obtaining an LCI for his squadron from the Navy, which, christened the *Miposq*, is used for meetings, classes and cruises. He was born and spent his early youth in Milford, Conn., going to Florida in 1918.

Emmons C. Merrill, of the Northern New Jersey Squadron, was named Vice Commander in charge of the treasurer's office to succeed James P. H. Marker, who is retiring after five years in that position. Merrill has been assistant in the office with the title of rear commander since 1954. Marker's capacity for work is currently finding considerable scope in the Eastern Cruiser Assn., of which he is secretary-treasurer.

Vice Commander Ellis W. Edge, Jr., in charge of the secretary's office, a Northern New Jersey member, was renominated.

The nominations reflect a trend toward giving all parts of the country representation among our national officers. When Dr. Lowe was elected administrative vice commander in 1954, he was the first national officer to hail from the West Coast. Morse is the first nominee from the far South.

L. B. N. GNAEDINGER

For 1956 we have great motor news for you ...highlighted by

Aqua-Pak V-Drive

a statement by Ralph G. Klieforth, Pres., Universal Motor Company

This year, *inboard* engines take on a new importance to owners of small boats. With our introduction of Aqua-Pak, it is now completely practical to power small, light hulls from 16 feet on up with a stern-installed, compact power package that brings new pleasures, roominess and economy to boating.

That's not all—the 1956 Universal line includes a modern inboard marine engine for every boat, every purpose.

This year compare Universal's prices. A just-completed plant modernization program with new precision machine tools and production methods has enabled us to keep prices low—in spite of rapidly rising costs. These two facts—the complete, modern Universal line and present low prices—now make it easier than ever to have a marine engine that you *know* will deliver top dependability at lowest operating costs.

Universal 1956 Marine Engines

Aqua-Pak V-145—145 h.p., 340 cu. in. displacement, 3200 r.p.m.
Aqua-Pak V-65—65 h.p., 141 cu. in. displacement 3400 r.p.m. (shown)
Aqua-Pak V-25—25 h.p., 65 cu. in. displacement, 3500 r.p.m.
Super-Six—340 cu. in. displacement 145 h.p. Commodore series, 3200 r.p.m. —130 h.p. Stevedore series, 2800 r.p.m.
Sea Lion Six—110 h.p., 260 cu. in. displacement 3400 r.p.m.
Master Six—105 h.p., 237 cu. in. displacement, 3200 r.p.m.
Explorer Six—95 h.p., 230 cu. in. displacement, 3200 r.p.m.
Cruiser Six—90 h.p., 260 cu. in. displacement, 3000 r.p.m.
Blue Jacket Six—60 h.p., 148 cu. in. displacement, 3500 r.p.m.
Unimite Four—65 h.p., 141 cu. in. displacement, 3400 r.p.m.
Super Four—50 h.p., 149 cu. in. displacement, 3000 r p.m.
Blue Jacket Flexifour—45 h.p., 99 cu. in. displacement, 3800 r.p.m.
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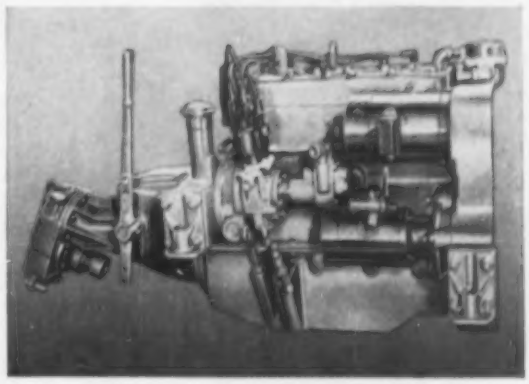

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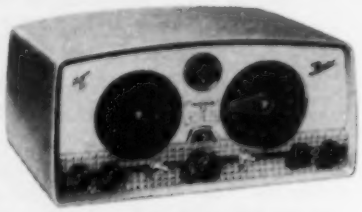

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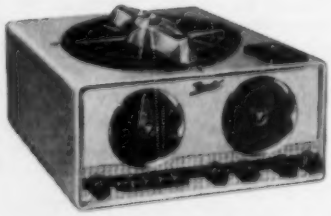

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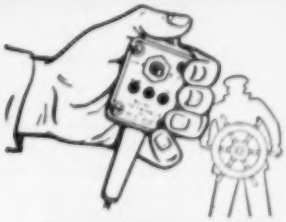

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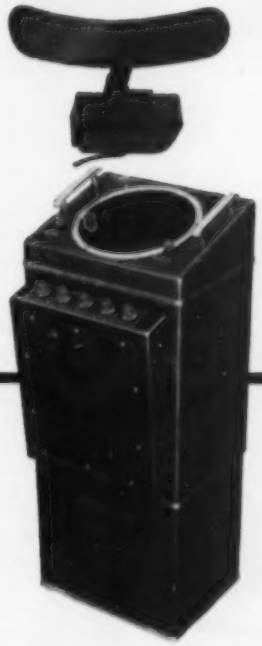

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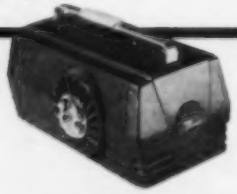

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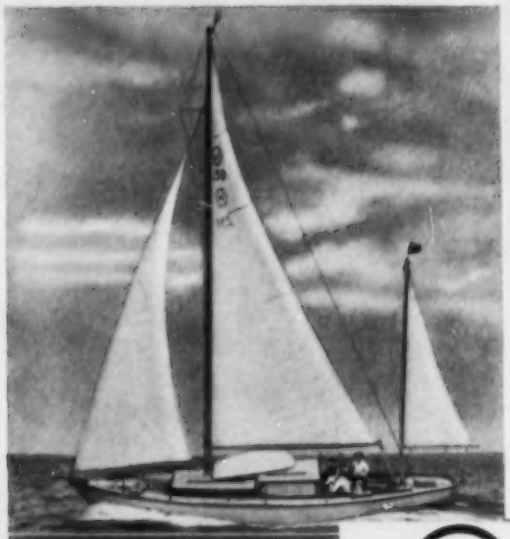

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WATER ON THE BRAIN

(*Continued from page* 98)

"Yeah," said Blake, squinting at me blearily. "New dress?"

"Where's Hedy—I mean, where's Stella," I demanded.

"Nobody here but us chickens!" Ed cackled.

Keith appeared in the doorway. "Hey, what happened to you?"

"I've been swimming," I said icily. "Will you take us back to the *Barbara*, please?"

On the way down to the dock, I gave the boys a piece of my mind, not caring whether our bachelor friend heard me or not. Keith, leading the way, turned around and called, "Boy, Ed, I can sure tell *you're* married!"

Ed snickered.

"It's no laughing matter," I fumed. "The dinghy capsized. I might have been drowned!"

This seemed to sober him. He stopped short. "You capsized the *dinghy?* Oh, my outboard motor!" he moaned. "It'll be ruined!"

That's when I pushed him in.

It was lovely mid-September weather, but a bit choppy, the day the *Barbara* began taking in water a mile and a half northeast of the Boston Lightship. We had slowed down and headed up into the wind to have lunch when the motor quit. Marion Marsh and I continued to chat over our beer and sandwiches, only half aware that her husband Wes was diligently operating the hand pump while Ed was rushing around examining sea cocks, toilet fittings, and sink drains. (Later we were to learn we had a faulty flexible fitting in the exhaust line.)

"I guess we have a little leak," Marion said.

"I guess so," I said. "How about another beer?"

I went below for the beer and found myself in water up to my ankles.

"Hey Ed," I called. "What's all this water doing down here? Darn it, my new sandals!"

"Hey Ed," I repeated when I got no answer. "There's a lot of water down here!"

I poked my head into the cockpit and saw both fellows pumping desperately. "I know it, kid," Ed said without pausing. "We're sinking. If we had the tender, I'd row to the Lightship for help."

I've always wondered how I would act in a real emergency, and now I know. My contribution in this hour of peril was to keep running to the head. When the water in the cabin was waist-deep, the trip was hardly worthwhile—and according to my husband, downright dangerous. He ordered me to get above and *stay* above.

Rescue by a pleasure boat was not to be counted on because few skippers were venturing out of the harbor this late in the season. Marion and I went topside and started jumping up and down and waving our jackets and shouting at the Lightship.

"I'm afraid they're too far away," Ed said, "but you might try these." He handed us some horns and some flares.

We set off the flares and blew on the horns until we were purple. Ed and Wes tied together several kapok pillows and took off all the hatches, lashing them together in a makeshift raft. When we had done everything we could think of, we huddled together on the flying bridge and watched helplessly while chairs, cushions, mattresses and other loose objects floated out of the submerging cockpit.

Then we sighted a sail leisurely dipping along the horizon. It looked for awhile as if its skipper were going to continue on without seeing our predicament and we were feeling pretty glum; suddenly it came about and headed directly toward us. The nearer it drew, the stiffer became our upper lips and soon we were cracking jokes and being very British about the whole thing. Our rescuer, it turned out, was George Crocker in the *Tango*.

"Nice to see you, George," Ed called in the greatest understatement since Stanley found Livingstone.

"You almost didn't," George shouted. "From a distance

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you fellows looked like a couple of rowboats. Then I took a look through the binoculars, and here I am!"

Marion, Wes, and I swam to the *Tango* and George helped us aboard.

"Come on, Ed," I yelled.

He was standing on the roof, sadly surveying what was left of the *Barbara*. For a moment I had the looney impression he was thinking of going down with his ship.

Subsequently we acquired a beautiful 40-foot Matthews, complete with ship-to-shore radio telephone, RDF, two engines, Fathometer, Very pistol, etc. Absolutely boo-boo proof, Ed announced proudly the night a group of us gathered to christen the *Barbara Too*.

Then someone got locked in the head and someone fell overboard while attempting to give upside-down advice through the porthole.

"It's no use, old boy. Looks like you've got water on the brain," said his analyst.

(That's me.)

WASHINGTON REPORT

(*Continued from page* 88)

Regarding TARIFFS, administrative hearings underway here recently by the State Department's Committtee on Reciprocity eventually may decide whether duties on foreign-built boats and marine engines entering this country are to be changed. U.S. duties on these products were first reduced in 1939, then again in 1948 and 1951 Current tariff rates for pleasure boats and engines valued at under $15,000 is now down to 7.5%, while boats valued at over $15,000 pay a tariff of 15%. Originally the tariff rate was 30% for all categories.

The NATIONAL ASSOCIATION of Engine and Boat Manufacturers informed the committee that the Association in the past had not opposed lowering of rates. Now, however, it believes the time has come to suggest, in lieu of any further reduction, that other countries lower their duties on American-built boats and engines. Also suggested by NAEBM: relaxation or elimination of foreign currency restrictions.

This country gets down to the business of talking over tariffs with some 25 nations this month in Geneva.

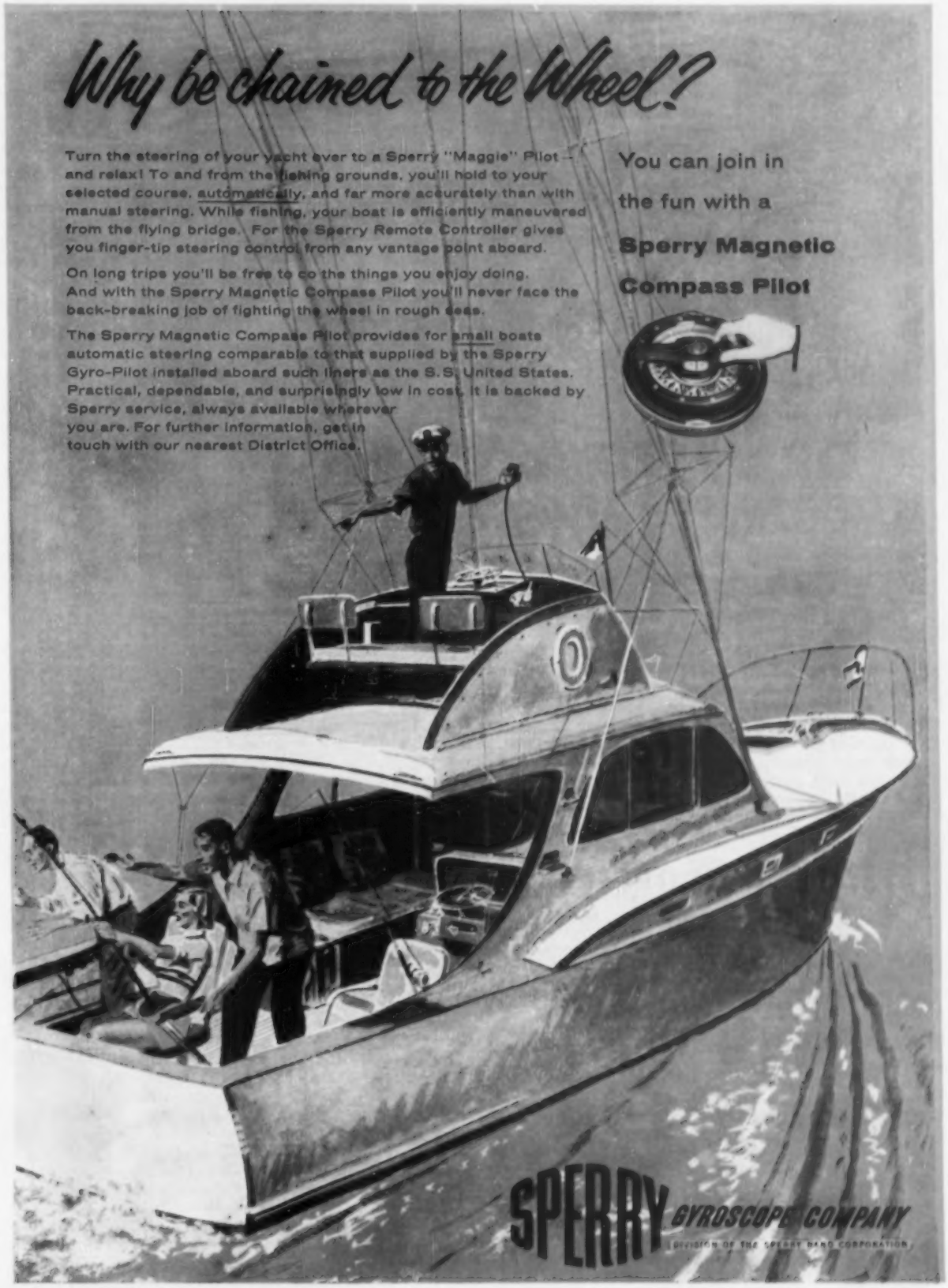
Federal DISASTER INSURANCE, including floods and hurricanes, was the subject of Senate Banking and Currency Committee hearings this fall, and is a forerunner of bills and more hearings on the subject. Some of the proposals would include coverage for boat yards and yacht clubs, although at this point no one has suggested coverage for yachts. One reason: insurers are doing an adequate job in this field now.

USEFUL KNOTS AND HITCHES

(*Continued from page* 120)

For those of my readers who may want to go further into the art (or is it a craft?) of knots, hitches and fancy rope work I list below the leading books on the subject. All these are available from YACHTING's book department.

THE ART OF KNOTTING AND SPLICING; by Cyrus L. Day $5.
THE ARTS OF THE SAILOR; Hervey Smith $5.
THE MARLINE SPIKE SAILOR; Hervey Smith $5.
THE ASHLEY BOOK OF KNOTS; Clifford Ashley $10.
ENCYCLOPEDIA OF KNOTS AND FANCY WORK; Graumont & Hensel $10.
HANDBOOK OF KNOTS; R. Graumont $2.
KNOTS AND SPLICES; Cyrus Day $2.
KNOTS, SPLICES AND ROPE WORK; Verril-McCann $2.
SPLICING WIRE AND FIBER ROPE; Graumont & Hensel $3.
SQUARE KNOT HANDICRAFT GUIDE; Graumont & Wenstrom $3.50.



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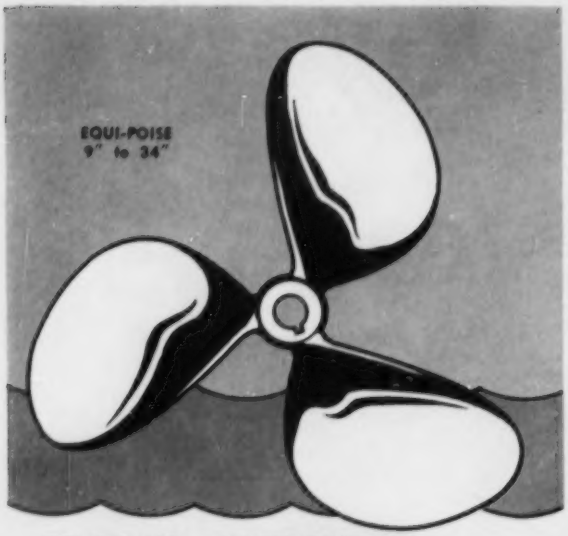

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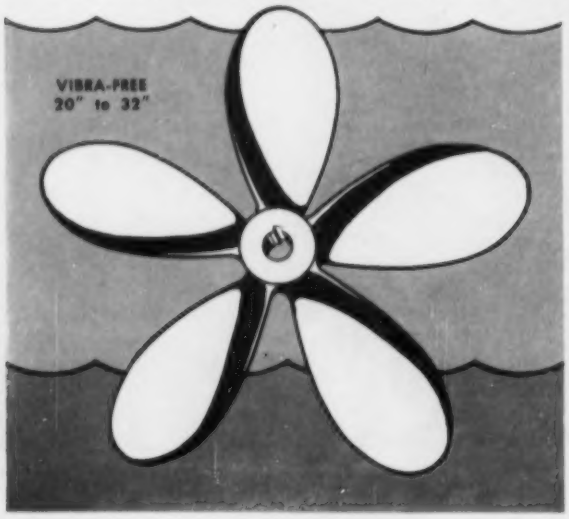

MACKINAW! NOT MACKINAC

(*Continued from page* 132)

fortunate Great Lakes Cruising Club member, H81, 1954, Les Cheneaux Islands report, prepared by one of the members, L. M. Pittman, also connected with Les Cheneaux Island Association, makes navigation a relaxing rather than exacting pastime.

The channel through the Snow Islands is well marked by the steel buoys set by the Association. They are subject to slight seasonal variations, and consist of red barrels with red reflectors, black barrels with white reflectors, and flag markers (on shallow spots). On the chart, some appear to be on shore, but all are in the channel. The navigator must bear in mind that Cedarville at the north center of the island group is regarded as the "Home Port" and therefore the red markers are on the right side of the channel when approaching this port from either west or east.

Three entrances to the islands' inner bays provide the cruising man with easy choices. All are interconnected so one may enter one and exit through any other. Their names, East, Middle and West Entrances indicate their location. Stay southwest of Martin Reef Lighthouse (No. 854) and approach the east entrance on 301° T. Penny Island Point Light Buoy 13 (No. 852) marks the entrance. It's hard to see from a distance against the shore in any sea, but it's there! Controlling depths up through Government Bay are 12 feet or more L.W.D.

If departing from Mackinac, run course 042° T to the west entrance from Mission Point Lighted Buoy No. 9 off the southwest end of the island. Be careful of Goose Island Shoal with two-foot depths marked at its northwest and southeast extremities by a red (RN2) and black (BC1) buoy respectively. Stay northwest of it and be mindful of the effect of current through Round Island Passage and the strait in a good southwester which heels the buoys and makes them difficult to find.

Brulee Point Black Lighted Buoy No. 11 (No. 850) indicates the west entrance. The Association course (see charts) provides 12 feet of water (L.W.D.) up to the shoaling area southwest of Hessel Point.

The middle entrance between Marquette and La Salle Island is marked with flag markers. The course is approximately northwest. Keep the markers on the starboard hand. This is the least inviting of the three entrances but is worth the care and effort if one wants to "do all the islands."

There are many fine anchorages in the group, principal ones are Marquette, Muscallonge, Scammans, and Government Bay. An unnamed bay lying southwest of Cube Point provides good protection in all except northwest winds. Muscallonge and Government Bay are excellent spots for protection from northwest squalls.

There are good dock facilities, though limited in quantity, at Hessel, with the usual services available. Les Cheneaux Club has a dock for members and guests at Cedarville with a narrow approach channel, 6 to 8 feet of water L.W.D. Marine railway services are available north of the Islington Hotel between Connor's Point and Cedarville. The Arnold Transit Company schedules daily steamer runs from Mackinac to Les Cheneaux Islands.

While there are a number of precautions to remember, bear in mind that distances are short, buoys may be close to shore, and channels may be very narrow. Run close to the middle of a double buoyed channel, or close to the proper side of single buoys—with red buoys to starboard going in toward Cedarville. Magnetic variation is about 4° W.

After thoroughly enjoying Les Cheneaux Islands, another week could be spent in moving eastward. Whitney Bay, on the southwest end of Drummond Island, is a scant 22 miles, or Island Harbor, a bit further. If one chooses to go north from Whitney Bay through Detour Passage into the Pottagansaning Bay area, stop in at Harbor Island, Millford Haven on the southeast side of St. Joseph Island, and Pilot Cove, a tiny but deep landlocked refuge on the northwest side of

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Dimensions	*Length overall 15 ft.*
	Beam overall, inc. overhang average 5 ft. 5 in.
Draft, centerboard raised	*8 in.*
Draft, centerboard lowered	*4 ft. 5 in.*
Weight of stripped hull, minimum	*230 lbs.*
Weight of centerboard, maximum	*75 lbs.*
Minimum weight all-up sailing trim, ex crew and sails	*280 lbs.*

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Beam	*5 ft. 2 in.*
Draft	*8 in. or 4 ft. 8 in. board down*
Drop keel	*70 lbs.*
Weight of hull	*235 lbs.*
Mast	*26 lbs.*

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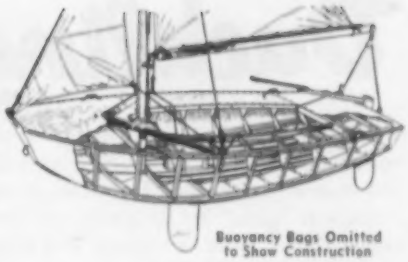
Sail area:	*Mainsail, 42 sq. ft.* *Foresail, 13½ sq. ft.*
Weight:	*Bare Hull, 120 lbs.* *All up 150 lbs. approx.*
Draft:	*6½ in. and 2 ft. 6 in.*
Height of Mast Above Deck:	*16 ft.*



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Complete set of fittings and rigging	60.00
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Dimensions	*Length Overall 12 ft.*
Beam	*4 ft. 7 in.*
Weight of Stripped Hull	*160 lb.*
Weight of Sailing Trim ex crew	*250 lb.*
Hull	*Triple skin 5/16 resin bonded mahogany*

COMPLETE BOAT
Less Sails $660.00

FIREFLY PREFABRICATED KIT $490.00

SAILS
Ratsey Main & Jib, Duck ..... $ 85.00

Financing Arranged—One, Two and Three Year Terms

FLEET DISCOUNTS AVAILABLE

West Coast Delivery Charges Only $20.00 Extra

George D. O'Day ASSOCIATES, INC. | 9 Newbury St. Boston 16, Mass.

Importers of: The Jolly · "505" · International 14 · Atalanta · Cadet · Firefly · Finn · Duckling · International 110 · Albacore · Bluejay

THE INTERNATIONAL "505" —THE FAIREY THOROUGHBRED!

THIS THOROUGHBRED is a performance type boat. It is extremely fast in both light and heavy weather as proven by the '54 Yachting Regatta. There, it placed first in competition with craft up to 38 feet. The 505 placed 4th on a boat for boat basis and first on corrected time. No others approached these records. Several fleets are active including those at Buffalo and the Gulf of Mexico. The Class numbers 243 boats in only two years time.

Dimensions ..... *Overall length: 16 ft. 6 in.*
Extreme beam ..... *6 ft. 3 in., beam at waterline 4 ft. 1 in.*
Draft ..... *3 ft. 9 in. board down, 6 in. board up*

COMPLETE BOAT
Less Sails $1,370.00

PREFABRICATED KIT 995.00

SAILS
Ratsey of Cowes, Duck, Main & Jib, Nylon Spinnaker 200.00

Financing Arranged—One, Two and Three Year Terms

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INTERNATIONAL 14′ now... the MARK VI

THE GENIUS of Uffa Fox is once more being used to create an entirely new boat to meet the keen international competition presented by the top notch designers of the U.S., Canada, England and Bermuda. Taking advantage of all the rule changes and developments in hull characteristics, buoyancy and interior modifications, the MARK VI promises to be one of the hottest in the world. This boat is not just a modification of Uffa's original Fairey molded hull (which was the case with the MARK II through MARK V) but a complete new development in hull design and planing power.

Dimensions ..... *Overall Length 14 ft. Max. Beam, 5 ft. 6 in.*
Wt. stripped hull, fittings *225 lbs.*
Wt. rigged mast, incl. jack *15 lbs.*
Wt. of centerboard ..... *14 lbs.*
All-up weight in sailing trim, ex. crew ..... *254 lbs.*

COMPLETE BOAT
Less Sails $1,200.00

SAILS
Ratsey of Cowes, Main & Jib, Nylon Spinnaker ..... $ 175.00

No complete kit available at present. However skin and parts can be supplied. Write for details.

Financing Arranged — One, Two and Three Year Terms

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George D. O'Day ASSOCIATES, INC.

EXCLUSIVE DISTRIBUTORS IN THE U.S.A. FOR FAIREY MARINE LTD.

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NOTE: **Do not tear edge, this is a fold-out page**

Duckling ...THE UNIVERSAL BOAT

ANSWERING ALL REQUIREMENTS, the DUCKLING rows, tows, outboards and sails. Grand as a children's trainer and perfect as a yacht tender. Light and strong it will carry 4 or 5 people with "gear." Yet, weighing only 100 lbs., may be readily hauled aboard yacht or cruiser. Will fit inside standard beach wagon or may be car-topped.

COMPLETE SAILING BOAT	**Less Sails**	$395.00
SAILS, DUCK		40.00
COMPLETE ROWING BOAT		305.00

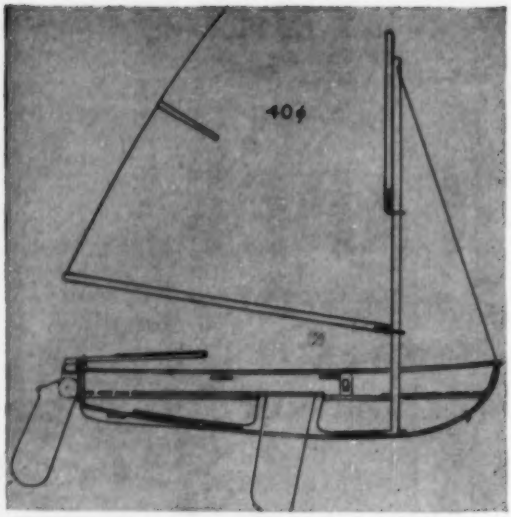
No complete kit available at present, however, skin and parts can be supplied—write for details.

GOSLING—Same hull as the DUCKLING but fitted with 1½ h.p. air cooled inboard motor $490.00

Financing Arranged — One, Two and Three Year Terms

FLEET DISCOUNTS AVAILABLE

West Coast Delivery Charges Only $20.00 Extra



Dimensions ..... *Overall length 9 ft., Beam 4 ft.*
Depth ..... *Fore 18 in.; Aft 14 in.*

This couple build Jolly Boat in their living room!

KITS

Fairey Marine Kits are not kits as many Americans know them. Decks come completely finished with stringers, coamings, gunwales and inwales already attached. These decks need only placing on the hull to get exact fit and conformance to the one design features of the class. The centerboard slot is marked for cutting, and when done the prebuilt centerboard case is simply set and fastened into place. (See illustration) Mast and boom are completely finished as are rudder and tiller. All hardware is furnished and just wants locating and fastening. Laminated hulls are supplied rough sanded and only need final sanding and painting. Little cutting is required except in the case of the FIREFLY and INTERNATIONAL 14 where the main sheet horse has to be fitted. The keelson, rub strakes and bilge keels are all cut and planed to shape, simply require placing. Kits are complete down to the last screw and glue, and all that is necessary to finish them are ordinary hand tools and paint the color of your choice.

George D. O'Day ASSOCIATES, INC. | **9 Newbury St. Boston 16, Mass.**

Importers of: The Jolly · "505" · International 14 · Atalanta · Cadet · Firefly · Finn · Duckling · International 110 · Albacore · Bluejay

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Marblehead, on the northeast tip of Drummond Island. (See Chart No. 2295.) This latter is only 60 miles eastward from Mackinac, only 17 miles from Thessalon, Canada, a good supply depot.

Before leaving St. Joseph Island, Dead Boy Cove on tiny Campement D'Ours Island offers too many advantages to pass by. It is easy of access, provides good fishing, excellent swimming, and seclusion. Picture Island across its entrance takes the sting out of most westerlies. One is literally around the corner from Nowhere, but close to many lovely places.

Most of these delightful spots can be visited in a week of cruising, with short daylight hops, and the log should register something around 200 miles. Where else can so many pleasant cruising moments be spent in such a small area close to a centrally located rendezous like Mackinac (pronounced Mackinaw). Try it and you'll agree.

NOTHING NEW UNDER THE SUN

(*Continued from page* 134)

or 11:00 in the morning, the rowers, their naked bodies glistening with sweat, have been rowing for four or five hours. For the return trip a sail is set.

Fort-de-France, in Martinique, is situated on the northern shore of a long, narrow bay running far inland. Quite a brisk traffic in produce shipped across from settlements on the southern shore is carried on largely in canoes rigged with two masts and sails. Some of the enterprising natives are beginning to equip their canoes with outboard motors and the sight of these, fixed to a craft which is little more than a hollowed out log, forms an amusing juxtaposition of ancient and modern.

In St. Lucia the little fishing canoes will sometimes come in with a fish half the size of the boat. The fishermen deliberately roll the canoe gunwale under and the fish is rolled into the boat, which is then bailed out again.

Frank MacLear, one of the crew of *Caribbee* on her visit to England, when he was in St. Lucia owned a canoe and sailed far and wide in it. With the naval architect's passion for experiment, he even fitted a centerboard, which he said improved the windward qualities enormously. All the same I should be surprised if I were to return to the island and find all the canoes fitted with centerboards. Like all workboats, evolved through long years, the St. Lucian fishing canoe, primitive though it appears, is probably perfectly fitted for the work it has to do.

RIVER BOATHOUSES

(*Continued from page* 135)

The ever-present danger of fire and some sad experience in the past has prompted all the Portland clubs to require their boathouses to be chained to floating walkways with pelican-type books that can be unfastened by a single stroke of a hammer. In case of fire in a house, the adjoining houses are cut free and drifted out of range of the flames.

The clubs also have fire prevention chairmen whose duties include periodic inspections of all of the boathouses, in company with fire department inspectors, to check on pelican hooks, electric wiring, storage of combustibles, and similar conditions. Dangerous situations are nipped in the bud. The result has been a notable absence of costly fires for several years and a telling improvement in insurance rates on houses and boats stored within them.

Portland Y.C.'s new clubhouse, erected two years ago, is located on the river bank, above any possible flood water stage, but the other clubs have floating clubhouses, built upon log rafts. Their shoreside grounds are utilized entirely for automobile parking. Gasoline and diesel fuel stations also are floating at the riverward limits of the various moorages.

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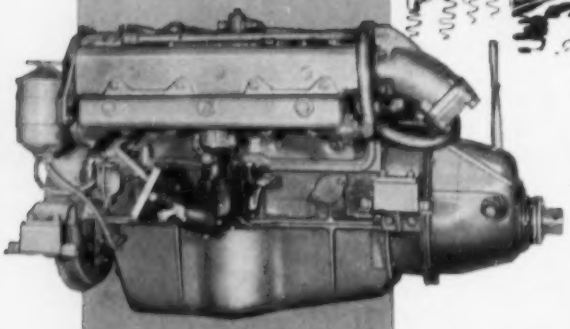
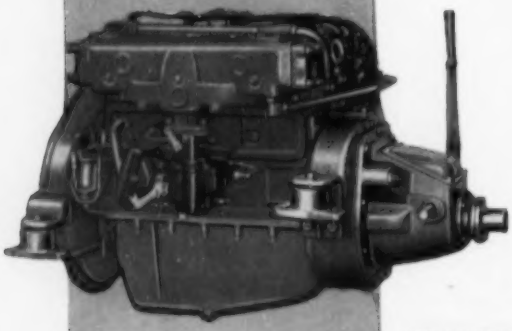


120 hp at 3600 rpm
Model 120 has power for cruising, smooth idling for all-day fishing, etc.



70 hp at 3400 rpm
Model 70 for kit boats and other small craft, standard in a leading stockboat

NEW GRAYMARINE ENGINE CATALOG READY IN JANUARY

New 70 and 120 hp gasoline engines have been added to the Graymarine line on the occasion of Gray's 50th Anniversary, offering you a wider-than-ever selection of marine engines and engine accessories (see listings at right).

There are more Graymarine engines in service today than any other make. They are specified in more American stockboats because they are outstanding in performance, in over-all value, and in longer engine life.

Your Graymarine engine will perform better and last longer, for Gray quality is now guarded more carefully than ever before. Normal engine service and parts are available everywhere, because of our strong distributor organization. And enlarged warehouse facilities mean quick availability of engines when your boat is ready.

New Diesel—For 1956 Gray offers the new 25 hp Diesel Four-D129, for auxiliaries, tenders, utility craft. Other Gray Diesels from 30 to 135 hp, all based on Gray development work for the U.S. Navy (see listings at right).

GRAYMARINE 50th year 1906 · 1956

GASOLINE AND DIESEL MARINE ENGINES

GRAYMARINE

GRAY MARINE MOTOR COMPANY, 710 CANTON AVENUE, DETROIT 7, MICHIGAN • SUBSIDIARY OF CONTINENTAL MOTORS CORPORATION

GRAYMARINE

GASOLINE ENGINES

Wide-Range-Models—Used in run-about, cruiser, auxiliary and work-boat installations. Both high and low speed models are listed here, with water-heated intake manifolding on the big high-output "sixes" providing excellent performance at continuous low speeds:

	Cyls.	HP	RPM	Displ.
Light Four—69	4	16	1800	69
Sea Scout 91	4	25	2000	91
Four—45	4	45	3600	91
Four—112	4	31	2200	112
Model 620	4	60	3200	140
Four—162	4	42	1800	162
Model 70	4	70	3400	162
Four—75	4	75	3600	162
Fireball 4—90	4	90	4000	162
Model 100	6	100	3400	226
Model 110	6	110	3600	226
Six—112	6	115	3600	226
Model 115	6	115	3400	244
Model 120	6	120	3600	244
Model 135	6	135	3600	244
Model 150	6	150	3400	330
Model 165	6	165	3400	363
Model 175	6	175	3400	363
Model 185	6	185	3400	427
Model 200	6	200	3400	427

•

GRAYMARINE

DIESEL ENGINES

Graymarine Diesels are high-speed type; four cycle for fewer parts and less maintenance:

	Cyls.	HP	RPM	Displ.
Four—D129	4	25	2000	129
Four—D157	4	30	1800	157
Four—D260	4	50	1800	260
Six—D427	6	100	2200	427
Six—D572	6	135	2200	572

•

FOR REGULATION

(*Continued from page* 110)

of the machinery necessary to administer and enforce them, help Congress draft them, wait until they are passed and get in full swing on the vast job of putting the law into effect.

There's no empire builder in the Coast Guard hoping for advancement that might come with a set of laws such as are proposed. The more laws, the more headaches in defending that part of each annual budget that deals with funds to administer and enforce such laws. What's the popular conception of the Coast Guard's duties? Saving lives at sea. What will it be when the Coast Guard takes on the administration and enforcement of additional laws which deal with all boats and their operators on navigable waters? Something considerably less, we're afraid, for in spite of good intentions they're bound to make a lot of mistakes the first few years. Older Coast Guard officers remember all too well the public reaction to their attempts to enforce prohibition.

This should not be construed as an argument against additional laws; it merely points out that the situation is so serious that in spite of the headaches the Coast Guard is still in favor of some legislation to correct or at least control the situation.

When the Admiral mentioned small boat operators, no slight was intended for the outboarders. The ship-minded Coast Guard regards nearly all pleasure boats as small craft.

A federal law could be a simple one. The present "motorboat law" is really simple. Requirements for the equipment of pleasure boats are a bare minimum. The standards of the Coast Guard Auxiliary, which can be changed much easier than the legal ones of the Coast Guard, are considerably stricter, as is proven by their Courtesy Motorboat Examinations. The states interested could pass laws applicable to boats and boating in their respective areas, on navigable as well as non-navigable waters, supplementing federal laws. The states so far have done a fine job in legislation of a uniform character as recommended by O.B.C. We are convinced they will continue a policy of complementing the basic federal laws, on navigable waters, to fit their local needs; to fill in where the simple national law might leave gaps.

There need be no minimum age limit or any other restriction that is not necessary. The Coast Guard and other bodies are merely exploring the situation.

There can be specious objections raised to the working of almost any law, but enforcement is never so onerous as it might be. The enforcement by the letter of the law rather than the principle thereof is so rare in federal circles as to be noteworthy when it does occur. We may find unreasonable prosecution where there are political axes to grind, but where's the politics in boating?

To quote Cmdr. E. A. Coffin, Jr., U.S.C.G,, executive secretary of the Merchant Marine Council, "Uniformity is the keyword. And only with a federal *basic* law regulating the operations of all boatmen on navigable waters can we achieve uniformity. Furthermore, any provision which the Coast Guard and the boatmen find onerous can be changed by recourse to one legislature, the Congress, rather than by recourse to a number of states which might have adopted such provision."

Some of the states have done a fine job in passing local laws. Illinois, California and Pennsylvania, for instance, have passed or are about to pass workable, sensible navigation laws. The fact that they may not always provide sufficient enforcement machinery, by appropriation, cannot detract from the good job they've done in drafting their laws. But a simple, basic, central law is better than a hodge-podge of local ones. The states could then legislate for local needs.

For purposes of identification, both of the boat and its owner and/or operator, Class A as well as larger boats, must be numbered and registered. To quote J. D. Dezendorf, civilian Chief of Motorboat Registration and Law Enforcement at Coast Guard Headquarters, "At the time the Numbering Act was passed there weren't too many Class A outboard boats, which were exempted from numbering. We realize that such boats change hands often, and that registration would entail considerable work; not only initial registration but continued renewals, say annually. But such registration is now necessary to properly control the vast numbers of such boats and their operators."

Renewal could be done by mail, just as one renews his car plates in many states. What is so painful about that?

A seaworthiness clause is necessary. Far from operating from an "ivory tower," Coast Guard inspectors are practical boatmen and no one need fear a harsh interpretation of what is or isn't seaworthy. One of the points might be a restriction on the number of passengers in each boat. (Recommendations are now issued on outboard boats by the Outboard Boating Club; also, limiting the size of outboard motor on each type and size of boat.

Through the pro-law argument it has been emphasized that a law, when drafted, would be a simple one, not a detailed "you can't do this, or that, or anything else that would give you pleasure on the water." The law would be designed to protect the good boatman from the reckless and inexperienced one and the inexperienced and stupid one from himself.

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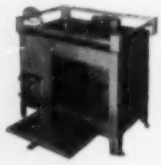

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HAWAIIAN CRUISE

(*Continued from page* 138)

channel. They became especially confused as we approached the coast line of Maui and entered Alalakeiki Channel between the islands of Kahoolawe and Maui. It was an exciting, wet sail but nothing to be feared in a good, sound cruising sailboat.

We covered the 40 miles between Hawaii and Maui in five hours and entered the smooth, protected waters behind the mountains on the eastern half of Maui. Again we struck the wind-whistling area of Maalaea Bay with its relatively smooth water, spume, and white caps. Then, at Papawai Pt., we entered the protected area that leads to Lahaina.

At Lahaina we spent the next three days having our laundry done and revisiting our friends, the Collinses, the Butcharts and the McConkeys. At 0545, Mar. 3, we left Lahaina for a beat up the Pailolo Channel to and along the windward shore of Molokai—a most interesting and enjoyable sail. By short-tacking close to the western shore of Maui we were able to make good progress to windward in relatively smooth water. When we reached Lipoa Pt. we were able to fetch Cape Halawa and at 0900 we eased sheets for the run along the windward shore of Molokai with the strong northeast trades behind us. The windward shore of Molokai is composed of mountains and vertical cliffs of such great height as to create heavy rains which, in turn, are converted into water falls that crash down into the sea. Sailing close to the shore we were able to watch the rain storms in the mountain peaks, yet remain in dry, warm sunshine. It was truly a magnificent sight, one we will never forget.

We were abeam of Makanalua Peninsula at 1200. After giving a wide berth to the reefs, we rounded up behind its lee. We had been told that a mooring was available off the leper colony, but evidently it had not been kept up, for we failed to find it. We sailed within hailing distance of a small dock but the water was too shallow to permit a landing. So we decided to sail on and spend the night at Papohaku Roadstead on the western shore of Molokai as originally planned.

At 1730 we dropped anchor about a half mile north of Papohaku, close to shore, in two and three-quarter fathoms. This roadstead is well protected from the northeast trades but has a strong surge that caught *Altair* abeam throughout the night and made rather uncomfortable sleeping.

Next morning, after a leisurely swim and breakfast, we sailed around to the southern shore of Molokai, then to Kaunakakai, the first port of our cruise. The following day we sailed across Kaiwi Channel to Honolulu, to end one of the most enjoyable, interesting, and beautiful cruises we have ever taken.

During our entire five weeks cruising in the outlying islands we had not seen a single sail, the only cruising sailboat we saw being the small Seafarer yawl lying at her

Camera Hawaii

A 10' channel was being dredged in Keauhou Bay

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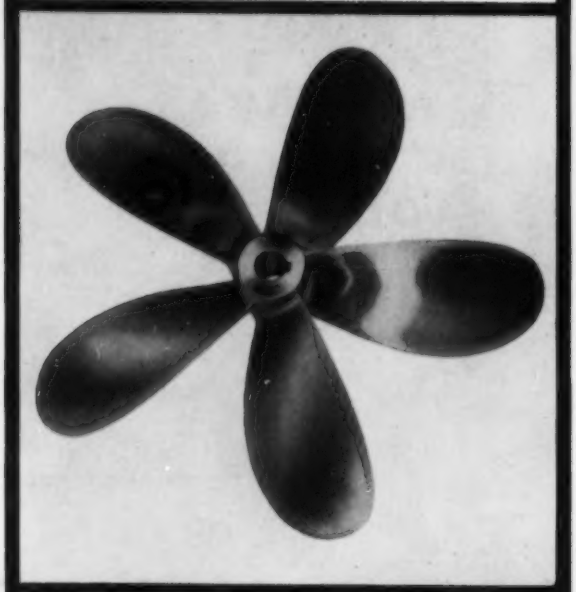

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Professional maritime and fishing men all over the world can tell you about the smooth, economical power of the big 5-bladers which Columbian has been producing for them for years.

Observation and analysis of all this marine 5-blade experience has now been translated and thoroughly tested in terms of pleasure-craft requirements.

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Diameters 20" through 28" are now available in all normal pitches, right and left-hand. Ask your dealer, or write us direct, for information on PENTADYNE, or Columbian's more conventional 2-, 3- and 4-Blade Propellers, or Marine Fittings and Accessories. They *all* follow the 55-year Columbian tradition of *quality and performance.*

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permanent mooring off the village of Napoopoo. This absence of sailing craft is undoubtedly due to the reputation for tough, dangerous weather in the channels that has been created by well-meaning men who are not familiar with the capabilities of modern cruising sailing yachts in rough weather. These are, of course, far superior to the gasoline-driven sampans and sport fishermen that are seen in these waters.

There is no question but that the channel waters are rough and the winds strong during the winter months. On the other hand, they are no tougher than the Gulf Stream, off Miami in a blow, and the distances between the islands are so short that they can be crossed in a few hours. Now that there are two excellent yacht harbors on the lee shore of Maui, and an all-weather harbor completed at Kawaihae on the west coast of Hawaii, adequate protection is available to the most conservative yachtsman against almost any type of weather. The great variety in sailing conditions, the magnificence of the mountain scenery, the deep water that enables you to sail close to shore, coupled with the extreme friendliness of the people all conspire to make the Hawaiian Islands a wonderful winter cruising ground for modern, seaworthy sailing yachts.

I hope it won't be long before many others are enjoying them as we did.

THE ANCESTRY OF SEA TERMS

(*Continued from page* 117)

deck, seen in pictures of old river steamers, was the *hogging frame*; it was installed to prevent hogging. Again in clearing hawse, that is, clearing fouled anchor chains, a *hogging line* is used. The same name is used for the lines that heave a collision mat in place. The old-fashioned quadrant was called a *pig yoke*. I know of no ox terms, but a *yoke* is placed on the rudder head of a small boat when she is steered by yoke ropes, as in the captain's gig.

After the anchor was stowed in my first ship, the chain was hove in and then a contrivance called a *jackass* was hauled in the hawse pipe to keep water out when the vessel drove deep in a head sea. The jackass was a conical canvas bag loosely stuffed with oakum and was provided with a *tail*-rope by which it was hove in snugly beside the cable. Any water that worked in by this arrangement was caught in the *manger*; an arthwartship coaming established for that purpose. There was, in large sailing vessels, the *donkey engine* to lighten the work and the sailors' straw filled mattress was the *donkey's breakfast*.

From the poultry of the farm the sea claimed many terms. The fixture that connects the boom to the mast is the *goose-neck*. In severe weather when little canvas would stand, the bunt of a close-reefed topsail might be hauled up to the yard, leaving two diminutive triangles of sail and the ship was then under *goose-winged* topsails. The *cockpit* was the surgical room of a frigate and is now the small steering area within the coamings of yachts. When one yardarm is topped from the horizontal, it is *cockbilled*. Artistic sailors with nimble fingers used to cover beckets, rings or rails with close turns of hard-laid cord half-hitching each turn, this was called *cocks-combing*; it appeared in several forms. Also, a notched piece of wood on a yard to prevent the turns of an earing from slipping inboard was a *cockscomb*.

A *cock boat* was a small craft, usually used as a tender. As swain in the Anglo-Saxon tongue denoted a servant, the man who manned the cock boat brought us our term *coxswain*. As foxes prey on poultry I may say here that untwisted rope yarns used as seizings are called *foxes*. Why? Quien sabe? In the capstan head are pockets, for the bars to be inserted, known as *pigeon holes*. The sounding lead was the *blue pigeon*. The lookout station aloft is the well known *crow's nest*, while the multiple bridle that holds up the ridge rope of an awning is the *crowfoot*. A serious kink in a wire rope is a *bird's nest*. And the cascading wake of a high speed

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50

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Save 5%... buy now while low winter prices are in effect!

New Chris-Craft Sea Skiffs for 1956

Fast! *Dry!* *Seaworthy!*

New Chris-Craft Sea Skiffs for 1956 are at your dealer's now . . . open models, flying-bridge cruisers, semi-enclosed cruisers — 18 ft. through 40 ft. . . . with traditional round-bilge, lapstrake design, traditional seaworthiness . . . and boasting new advances in construction, equipment, performance!

Here are practical, beamy, all-purpose boats . . . boats you can use for almost anything, from exciting water sports to heavy-duty utility work. And they are ruggedly built, thrilling to own. A delight to handle, for Chris-Craft Sea Skiffs give you a dry, soft-cushioned ride, even in rough water; their unusual maneuverability and handling ease provide positive control at all speeds!

What's more, new Chris-Craft Sea Skiffs are exceptionally watertight — with exclusive Chris-Craft Sea Skiff Sealer in all seams and joints, from keel to seat risers in 18-ft., 22-ft., and 26-ft. models; from keel to sheer in 30-ft., 35-ft., and 40-ft. models. As for power plants, there's a wide choice of engines which produce power to spare to carry big loads at high speeds!

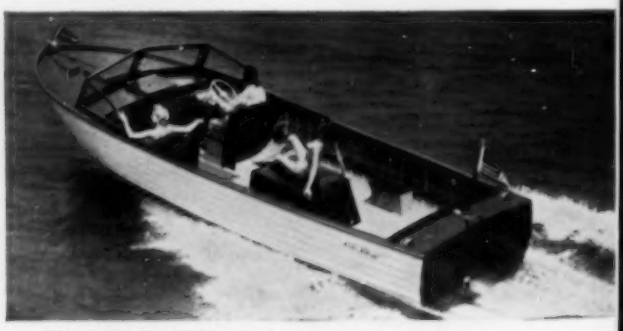
Standard equipment includes a sturdy skeg to protect the bottom; bronze shoe to protect the propeller on 18-ft., 22-ft., 26-ft. models; dependable worm-and-pinion, rod-to-rudder steering; ventilated bilge; fuel tank vented overboard; water-cooled copper exhaust pipe — to name just a few.

And a large selection of optional accessories — such as ventilating or nonventilating windshield, folding canvas or permanent top, icebox or fish box, toilet, cushions, as well as a choice of attractive hull colors — let you tailor your Sea Skiff to your individual boating needs!

Visit your Chris-Craft Sea Skiff dealer for prices and model information, or write us direct. But *act now* while low winter prices are in effect — *you save 5%!*

All prices quoted are low winter prices f.o.b. factory, and subject to change without notice.

Value-plus! New 18-ft. Sea Skiff with 60 h.p. engine, speeds to 25 m.p.h. A practical boat, practically priced from $2440. Sea Skiff strakes are 5-ply marine-grade fir plywood for maximum strength. Optional extras include: toilet below forward seat, fish box in stern, folding khaki top with protecting side curtains.



New 26-ft. Sea Skiff with engine options to 130 h.p., speeds to 29 m.p.h. Frames of Philippine Mahogany and ribs of steam-bent White Oak. This beautiful performer has a roomy forward storage area which can be converted into a cabin by adding Vee berths, toilet, and hatch. From $3610.

CHRIS-CRAFT SEA SKIFFS ARE FAR STRONGER, FAR MORE WATERTIGHT!

Seams and joints of all Chris-Craft Sea Skiffs are reinforced with Chris-Craft's synthetic-rubber-based Sea Skiff Sealer. It is both a tenacious adhesive and a watertight sealer. It makes Chris-Craft Sea Skiffs far stronger than ordinary lapstrake boats, provides them with a new kind of long-lasting watertightness.

Chris-Craft Sea Skiff Sealer adds strength. Tests showed that a pull of 32 lbs. per sq. in. separated the seams in ordinary lapstrake hull construction — clout nails with putty or compound filler. A pull of 130 to 150 lbs. per sq. in. *(more than four times more force)* was required to tear apart Chris-Craft strakes fastened with copper clout nails and Sea Skiff Sealer. Even then, *the seams held* but the wood around the seams shredded!

Sea Skiff Sealer is elastic. A block of wood, bonded to another block with 1/16-in. thickness of Sea Skiff Sealer, can, with considerable force, be moved transversely about ¼ in. across the bonded surface of the second block without losing adhesion. When pressure is released, the two blocks return to their original relative position. Applied to Chris-Craft Sea Skiffs, this sealer allows the strakes to "work" *without* affecting the bonding seal.

Sea Skiff Sealer provides a watertight bond. A Sea Skiff using Sea Skiff Sealer *without* copper-clout-nail fastenings was subjected to severe rough-water tests at high speeds. After months of testing, the hull remained *completely intact and watertight.*

Also, Chris-Craft Sea Skiff Sealer is highly resistant to the effects of water, weathering, fuel and oil. A test patch, exposed to sun and weather continuously for over eight years, showed no tendency toward brittleness or cracking.

New Chris-Craft round-bilge, lapstrake Sea Skiffs — with Sea Skiff Sealer — are far more durable, far more watertight than other boats of this type. And you can get Chris-Craft Sea Skiff Sealer *only* on a new Chris-Craft Sea Skiff. Can *you* afford to buy any other make of lapstrake boat?

Brawny 22-ft. Chris-Craft Sea Skiff. Options of 60- or 95-h.p. engines, speeds to 28 m.p.h.; space for toilet beneath forward deck. From $2980.

Four-Sleeper 30-ft. Sea Skiff Semi-Enclosed Cruiser with dinette, galley, toilet compartment. Single or twin engines to 190 h.p., speeds to 25 m.p.h. From $8850. Also available: 30-ft. Open Sea Skiff, Two-Sleeper Fly-Bridge and Semi-Enclosed Cruisers, and Four-Sleeper Fly-Bridge Cruiser. Optional extras available.

35-ft. Four-Sleeper Semi-Enclosed Cruiser with dinette, galley, toilet compartment; power options to 260 h.p., speeds to 27 m.p.h. Priced from $12,840. Also: Four-Sleeper Fly-Bridge Cruiser. Six-Sleeper Semi-Enclosed and Fly-Bridge Cruisers are available in 35-ft. *and* 40-ft. models. Choice of factory-installed accessories.

THESE QUALITY FEATURES ARE STANDARD ON CHRIS-CRAFT SEA SKIFFS!

Steering is worm-and-pinion (left), rod-to-rudder (right) — assures instant response and easy maneuverability.

Bronze shoe protects propeller, on 18-, 22-, and 26-ft. models. Rudder is bronze.

Sturdy skeg provides underwater protection. Bottom paint is anti-fouling.

CHRIS-CRAFT *Sea Skiff*

DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICHIGAN

MOTOR BOATS MARINE ENGINES BOAT KITS

OUTBOARD CRUISERS • SEA SKIFFS

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

Fuel tank is below aft deck, vented overboard. Fuel shut-off valves at tank and carburetor.

NEW!

RCA Radiomarine

"Golden Guide"

PORTABLE DIRECTION FINDER

"Golden Guide"
Model AR-8712

This is it . . . **a new, longer-range portable, low-cost navigational instrument that indicates "direction" with remarkable accuracy.**

Featuring a compact directional antenna that is only 2 inches high atop the cabinet, the "Golden Guide" does away with all need for awkward vertical loops. You rotate the antenna, you take bearings on the easy-to-read azimuth scale—plot these bearings—and you know where "she is". A unique visual null indicating meter, in combination with a beat frequency oscillator, contributes to higher accuracy readings. Use the "Golden Guide" as a DF on all 3 bands—beacon (200-415kc), broadcast (540-1600kc), marine (1700-3400kc). Use it for broadcast reception—"under way", or ashore. Use it to monitor marine communications.

The "Golden Guide" operates from self-contained batteries or on 115 volts ac or dc. It's *COMPACT* (only 8½" high, 9¾" deep, 11¾" wide), *SMARTLY STYLED* (golden panel and grey umber case), and *LIGHTWEIGHT* (only 13½ pounds, including batteries).

It's easy to carry

RCA SEE YOUR DEALER OR WRITE FOR HIS NAME!

RADIOMARINE CORPORATION of AMERICA
A SERVICE OF RADIO CORPORATION OF AMERICA
75 VARICK STREET, NEW YORK 13, N.Y.

propeller forms a *rooster's tail*. There is also the reminder of poultry in the *wishbone* gaff of a staysail-rigged craft—as on the late *Vamarie*.

Perhaps the *gig*, the private boat of the captain, came from the gig (carriage) the farmer reserved for his own use. Daniel Webster, the last time he attended church, sent his guests in carriages, while he rode his gig. In the sky a sailor sees *mare's tails* and *lamb's-wool* or *woolpack sky*; on deck he shortens a line without cutting it, by turning in a *sheepshank*. If a weight is light he uses a *whip* instead of a tackle but in conjunction with a whip a tackle's power can be greatly increased.

Whether the short projecting timber head known as a *bumpkin*, to which the main brace, or a yacht's backstay, is secured, has any connection with the derisive term country bumpkin, I don't know. And last of all the similarities between farm terms and sea terms that come to mind, is *farm* itself. It is that area in front of a pier where excess cargo is placed until other space is available.

While insects of various species have made their presence felt aboard ship in days past, they have only imposed their names in a few instances. It seems doubtful that the *roach* of a sail—the convex curve of the foot or leech—has any connection with that notorious sea-going nuisance. But there are the *bees*, those blocks of wood bolted to the sides of the bowsprit with holes through which the head stays are rove; just why the name is a question. There is the *fly* of a flag and the *fly block*, the higher block of the topsail halyards, but the term refers more to freedom of motion than to the insect.

The *centipede* is an apt name for the wooden strips made fast to each side of a bowsprit, through which at intervals short legs of small rope are passed; a knot in the end holds them in position, hanging down. These legs are used to pass over and secure the headsails. We *worm* a rope by winding small stuff "with the lay" between the strands. A *spider band* placed around a spar has a number of eyes into which are shackled other pieces of rigging; specifically, it is the band beneath the "top" of a square-rigged mast; its eyes take the lower ends of the *futtock shrouds* and support the "top." As we pass this word futtock, it may be said that it comes from foot hook. Some authorities say it is from the fact that a seaman had to hook his toes around the ratlines in order to get over the futtock shrouds—and it may be added that when a ship is not listing, this was like going up the inside of a ladder, and was no fun.

From music we have the *drum-head* of the capstan, the *fife rail* at the deck abaft the mast and the *fiddle-head*—an ornament similar to a figurehead and resembles the head of a violin. The *jews' harp* is the shackle at the anchor.

Animals other than those of the farm yard have found their way into the language. For instance, a *camel* was a buoyant structure placed alongside a vessel, port and starboard, with cables undergirting her by which she could be lifted and with reduced draft be taken over a bar. They were so used in Nantucket's whaling days. *Camels* are still used alongside a docked ship to fend her off the pier. A *mouse* or *mousing* is a marline seizing between the neck and tip of a hook to prevent a line from unhooking. A *ratline* may have nothing to do with the rodent but a *rat guard* is obvious.

When there was no ice available we used to fill a porous narrow-necked jar with water. This was called a *water monkey*. It was hung under the awning where the wind evaporating the outside moisture, cooled the water to an agreeable temperature. Besides, there is the *monkey gaff*, *monkey fist* (a knot), *monkey rail*, *monkey bridge* and *monkey rig* (under-sized). In the reptile family is the *lizard*, a bull's eye or thimble spliced into a short length of rope. *Snaking*, is to wind small rope (as in worming) spirally around between the strands of a larger rope. From Admiral Smyth's "Sailor's Word Book" (1868), the British frigate *Shannon* in her fight with our *Chesapeake* took this precaution. It reports that she snaked her stays and backstays

"Cruised more than 100,000 miles on this pair of engines . . .

and no mechanic has ever touched them"

Commander Robert Glendinning, Corinthian Yacht Club

Commander Glendinning, who lives with his family aboard the 64-foot "Mystic," has cruised through most of the waters of the North American continent on the same pair of GM Detroit Diesel engines that were in the cruiser when he bought her from the Navy after World War II.

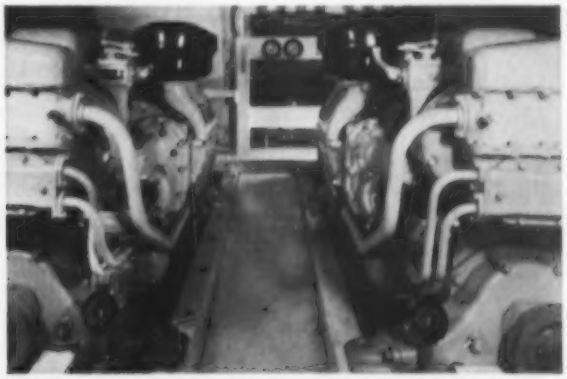
The "Mystic" has been up and down the East Coast, and from the Bahamas as far north as Ungava Bay (1500 miles above Halifax). She has been around the Gulf of Mexico, up the Mississippi and all through the Great Lakes.

And no one other than the Commander has ever touched the engines. "Never thought I would get such service out of them," says Mr. Glendinning. "In fact, I think the GM Diesel is the only engine for cruisers. And those new high-valve injectors really give it a lot of extra snap, particularly in starting."

For safe, efficient, economical power in your boat specify GM Detroit Diesel. It's America's FIRST CHOICE Diesel —*yet it costs less!*

Raising a Skipper. Glendinnings live on the "Mystic" the year round. Two-year-old son, Robert III, has never known another home. Has his naps to the soft purr of the "Jimmy" Diesels when they're underway.

"Welcome Aboard" is the word for the Glendinnings' friends in every port. And many a pleasant hour is whiled away with stories of the cruises that cover as many as 15,000 miles a year.



Clean as a Whistle. Matched pair of GM "6-71" Diesels have completed 10,000 hours—have never been in a service shop. At normal cruising speed they run 1¾ miles on a gallon of fuel.

See the Detroit Diesel Exhibit at the Boat Shows!

"Mystic" was designed by Fred Geiger and built in 1941 by John Trumpy & Sons. Length, 64'10"; beam, 14'. Top speed, 15 knots; normal ocean cruising speed, 12 to 12½ knots.

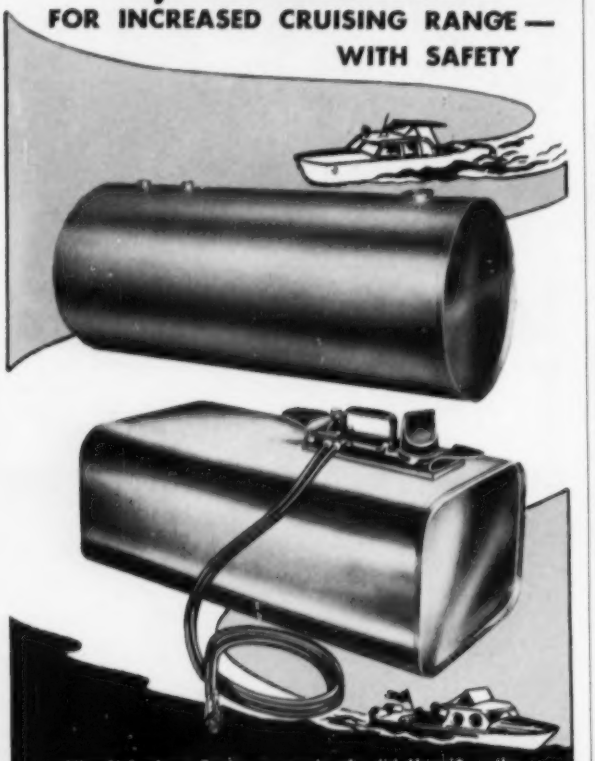
DETROIT DIESEL

Engine Division of General Motors
Detroit 28, Michigan

Single Engines . . . 50 to 500 H.P.
Multiple Units . . . Up to 895 H.P.

America's Largest Builder of Diesel Engines

Seafarer
SOLID MONEL* TANKS
by ALLCRAFT
FOR INCREASED CRUISING RANGE — WITH SAFETY



Allcraft Seafarer Tanks are made of solid Monel* — the corrosion-resistant metal that cannot chip, crack, flake, or disintegrate. This means clean fuel in the case of gasoline tanks, and crystal-clear, rust-free water when installed as water tanks. Seafarer tanks are ruthlessly "torture-tested" and meet the requirements of the United States Coast Guard and the Yacht Safety Bureau. Available in rectangular or cylindrical shapes for inboard installation, or for use with outboard motors in a variety of capacities from 9 to 82 gallons. Special size tanks available to order.

These Seafarer Monel Tanks are unquestionably the finest you can ever hope to own. Insist on Seafarer by Allcraft — available from leading dealers and yards now.

SEND FOR FULLY ILLUSTRATED CATALOG WITH COMPLETE INFORMATION.

Dealer and Distributor inquiries invited.

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ALLCRAFT
MANUFACTURING COMPANY, INC.
Dept. C-1, 27 Hayward St., Cambridge, Mass.

"from fathom to fathom, to prevent their falling if shot away."

When we leave these names that have gone to sea, whose origin is more or less obvious, and strike out into the field of the more obscure, we frequently find ourselves in deep water. For this reason the search becomes more intriguing, yet sometimes taxing the credulity, where the assumed development of a word is greatly strained. We must realize that early writers were prone to use an individual form of spelling which best fitted their idea of what was phonetic. As an example the word sprit is also found as spreot, spreet and spriet. In the "History of Plymouth Plantation" on page 95, selected at random, the Governor's spelling is of this character viz, shipwraked, travill, serch, heiw (hue), cuntrie appears twice and countrie once. So we should have a pliant mind and not expect uniformity in spelling when looking for words in old writings.

(*To be continued*)

"DO IT YOURSELF" YACHT CLUB

(*Continued from page* 139)

Much greater boat capacity was achieved—to say nothing of more acquaintanceship. Old railroad ties were obtained at no cost except the work of transportation. These were the basis of bulkheading for the two peninsulas that protect the basin, a former sand pit.

Good planning by the committees keeps work to a minimum and leaves about all of the boating season for good times. Monthly meetings pull 75 members or so. One held last winter gives a clue to cooperative results: seven or eight discussion groups around separate tables hashed over the improvements and jobs they thought should be done, and filled out questionnaires. Evaluating these projects gave the committees something definite to go on in planning the activities of the season that most members favored.

Social and club affairs include a big barbecue, sailing regattas and meets, group cruises up the Hudson and down to the Sound, the annual dinner, covered dish suppers, and parties at the clubhouse. The club has a live wire Auxiliary consisting of club wives, mothers, and sisters, and they've contributed tremendously to club betterment, particularly in facilities in the clubhouse itself. Also, there's an active Coast Guard Auxiliary unit at the club, and many members belong to a nearby Power Squadron.

Yes, most any yacht club has plenty of spirit and goodwill that can be marshalled to bring good times on the water at very moderate cost.

"OH DEAR, OH DEAR, THEM ENGINES!"

(*Continued from page* 124)

with 54 successive seasons in operation. In 1953 her eighth engine was installed.

Miss Baker is a double-ended, open launch, 30 feet overall, designed by the late Henry J. Gielow, and built in 1901. She is built of white oak timbers with copper riveted mahogany planking and mahogany ceiling and trim. In 1955 she looks like a brand new boat, with a hull as smooth as a piano.

When she came into our family in 1911 she was equipped with a three-cylinder, two-cycle Atlantic, which had replaced one of the earliest four-cycle engines on the market, a two-cylinder Murray & Tregurtha. In the 44 seasons of serving one family she has worn out six engines and is still going strong on the seventh, the smallest yet installed. This is a smooth, quiet, little four-cylinder Gray, so much lighter than its predecessors that the hull moves almost as fast. After the temperamental Atlantic, all the engines were four-cycle—a Holmes, a Stearns, a Palmer, a Red Wing and two Grays.

It seems fitting to end this article with a verse from 'The

"Yankee Ships"

QUINCY ADAMS YACHT YARD, INC.
47 PALMER STREET
QUINCY 69, MASS.

To American Yachtsmen and Designers:

We are pleased to announce that we are now in a position to build Yachts of the same high quality that have always been recognized as an outstanding example of American Craftsmanship.

In our Quincy, Massachusetts yard, we are now building Yachts for American Yachtsmen, employing American Craftsmen. Yachtsmen who have contracts with us, have evaluated costs and found that in the final analysis, we actually compare favorably with foreign competition.

Current advertising indicates that some recently built foreign yachts are being offered for quick resale. Years of experience have proven that this is seldom the case with American custom built Yachts. The foregoing leads us to believe that much disappointment and financial sacrifice must be involved.

We cannot tell you about foreign workmen employed at wages far below those required to enjoy our American standard of living. We can tell you about American Craftsmen who pay their share of the taxes and who buy products of American industry and agriculture. We can offer you the services of men and management with more than thirty-five years of Yacht and Shipbuilding experience at Quincy Adams Yacht Yard and George Lawley & Son Corporation, who can and will match their ability, quality of product and proud Craftsmanship with the world.

May we have an opportunity to discuss your plans and ours at your convenience.

Sincerely yours,

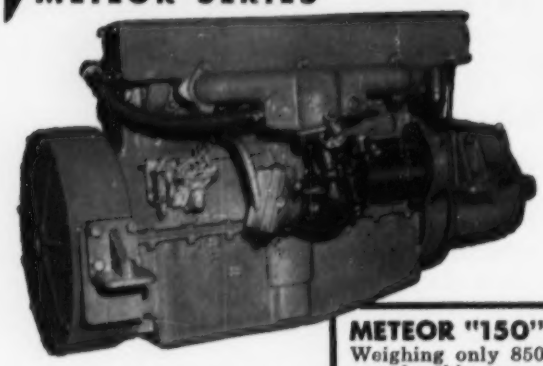
QUINCY ADAMS YACHT YARD, INC.

Edward D. Whiting

Edward D. Whiting, President

for PROFIT or PLAY
finest for '56!
Red Wing Engines

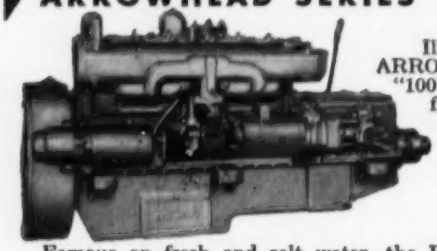
METEOR SERIES



METEOR "150"
Weighing only 850 pounds, this powerhouse delivers 150 H.P. at 3,200 R.P.M. Bore: 4"; Stroke 4½"; Piston displacement: 339 cu. in.

You get more speed with the great new light weight Red Wing Meteor engines, built for *today's* boats. Available in 4 models, ranging from 20 to 150 H.P., they deliver "Thorobred" power and stamina PLUS! More than half a century of marine know-how assures dependability and satisfaction.

ARROWHEAD SERIES



Illustrated: ARROWHEAD "100". Models from 10 to 100 H.P.

Famous on fresh and salt water, the Red Wing Arrowhead engine has been the "workhorse" of the industry for 50 years. Advanced design and manufacturing methods have made it the longest lasting engine in the field.

DIESEL SERIES

Models from 45 to 200 H.P. Illustrated: D4-45

For an efficient, light weight source of safe, dependable, economical power, you can't beat a Red Wing Diesel. Priced low, it saves ⅓ of your operating costs, too! Red Wing's spherical combustion chamber minimizes exhaust smoke.

For all the facts on Red Wing Marine Engines,
WRITE TODAY TO: DEPT. Y-1

Red Wing Marine CORPORATION
1000 LEVEE ST., RED WING, MINNESOTA

GO PLACES WITH RED WING!

Song of the Sea Slugs," written by a Britisher when he was serving in World War I in an M.L. Each verse described one of the ratings assigned to the M.Ls—this one the CMB, or in our naval lingo the Chief Machinists Mate.

"Sing me a song of a CMB. May the Lord have mercy upon us.
"Bred in a garage and sent to sea. May the Lord have mercy upon us.
"Taken away from the cycle trade, seasick, sorry and sore dismayed,
"But a hell of a nut on the Grand Parade.
"May the Lord have mercy upon us!"

"BOAT-A-CADE"

(*Continued from page* 136)

Until 1950 very few persons had traveled the course once used by the steamboats, and for good reason. Meandering down state through thousands of acres of undeveloped prairieland, the river lacks defined banks and changes course often and drastically. During high water many dead-end canals greatly resemble the main channel and millions of acres of sawgrass blot out the horizon and any possible landmarks.

In 1950 W. B. Makinson conceived the idea of a mass cruise on the river. In October of that year some 75 boats, mostly small outboards, made the cruise, starting at Kissimmee, and going across Lake Tohopakeliga, Lake Cypress, Lake Hatchineha, Lake Kissimmee, and down the Kissimmee River Valley to Lake Okeechobe, a distance of 150 miles.

The 125 people who made the initial cruise were so enthusiastic that it was agreed to make it an annual affair. That it caught the fancy of local yachtsmen can best be illustrated by quoting its growth by years since then—1951, 146 boats; 1952, 225 boats; 1953, 350 boats, and in 1954, 406 boats.

The second year it was decided to add to the length of the cruise by having points of terminus on the Atlantic Coast at Stuart and on the West Coast at Ft. Myers, making a total of 220 miles. This proved so popular that this year 75 boats proceeded on to Ft. Myers and 125 to Stuart.

The Boat-a-Cade has grown into a community affair and civic clubs and many individuals take an active part in staging it. All skippers participating pay a registration fee of $1.00. The Kiwanis Club handles registration and the Lions Club supervises unloading and parking. The local chapter of the Beta Sigma Phi sorority, the Junior Woman's Club and the Rotary Club sponsor booths and the Junior Chamber and the American Legion provide food and entertainment.

This year's event is already scheduled. The date? October 18-21, 1956.

PANIC PARTY

(*Continued from page* 108)

twine, full of data on how "we did it on the old *John B.*" They are likely to be gentlemen of opinions ready for voicing, and their danger potential is certain to increase in reverse ratio to their practical knowledge.

In any society there are malcontents, and a fair percentage find their way into yachting. These are gripers and mutterers, fault finders with the status quo and its method of doing things. Minor rebellion and dissention by one man can lead to confusion and ill-feeling throughout the ship, a division into hostile units, each blaming the other and making teamwork impossible.

Inexperience can breed panic in moments of stress. Here clearly defined command is important; when inexperience in a crew member is recognized as such—and generally it is admitted in advance—the individual should have his particular assignment explained in detail. Or, if emergency prevents, he should at least be directed to as simple a job

DON'T FORGET THE MOST IMPORTANT ITEM! . . .

When you're eyeing that new cruiser, or safety equipment for your old standby, don't forget the most important thing of all—*your insurance protection.*

Look Ahead! Suppose a fire, explosion or storm destroys or sinks your boat. Suppose you have a collision, hurt someone or damage their property and you end up facing a sizeable claim. Where is the pleasure then—when you may lose your entire boating investment—and savings too?

Now is the time to think about yacht insurance. And when you do, think about the Marine Office of America—the largest and strongest organization of its kind in the U. S. A.—specialists in marine insurance for decades.

SEE YOUR LOCAL INSURANCE AGENT OR BROKER

MARINE OFFICE OF AMERICA
11A JOHN STREET, NEW YORK 38, NEW YORK

Member Companies:

★ The American Insurance Company ★ The Continental Insurance Company
★ Fidelity-Phenix Fire Insurance Company ★ Firemen's Insurance Company
★ Glens Falls Insurance Company ★ The Hanover Fire Insurance Company
★ Niagara Fire Insurance Company

PRESENTING THE

FROM THE 16-foot outboard-powered Bluefish up to the 42-foot Bristol Marlin all Bristol boats feature unequalled performance and quality. All are designed for safe, sustained and comfortable speed at sea. They are dry and maneuverable. Light construction coupled with excellence of design makes them unbelievably fast. The top grade materials employed enable them to be light and at the same time rugged. Planking on all boats is mahogany and birch plywood in one piece, the full length of the yacht, even in the case of the 42-footer. *There are no butt joints!* This is no ordinary plywood but the finest there is, built under the supervision of yachtsmen specifically for marine use. Oak frames and keels, Everdur fastenings, Monel shafts, tanks and rudders are standard on larger inboards. These superlative specifications coupled with superior craftsmanship in our modern plants make your Bristol a lifetime boat. Designed for fishermen, they have gained tremendous acceptance with all discerning yachtsmen who insist on top quality and unusual performance under all sea conditions.

THE BRISTOL BLUEFISH

Length 15'11", Beam 5'8", Weight 400 lbs. Freeboard 2'8". Power to 40 hp. Speeds to 35 m.p.h.

The Bluefish is the ideal all purpose outboard (also available as an inboard if desired) for those who insist on construction, performance and seaworthiness far above the average. She's priced right too.

THE BRISTOL BONITO

Length 21'2", Beam 7'9", Draft 1'10" Speed 29 m.p.h. with 100 hp. Gray.

The Bristol Bonito is fast, rugged, dry, safe, maneuverable. Her large roomy cockpit is ideal for fishing while her shelter top and comfortable seating makes her the perfect day boat. Like all Bristol Boats she's at home in all sea conditions.

BRISTOL BOATS a division of allen quimby veneer co. **bingham, maine**
120 River St.

BRISTOL FLEET—

THE BRISTOL MARLIN

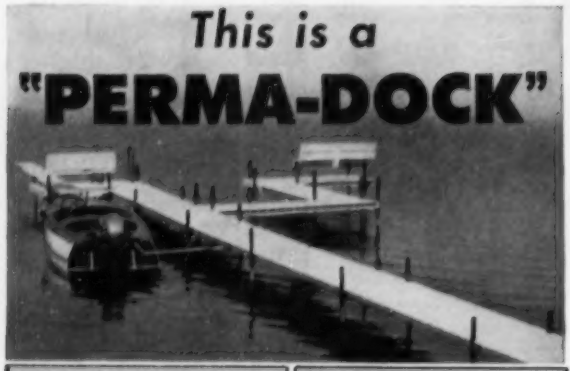
Length 42′, Draft 2′6″, Beam 12′6″, Displacement 14,000 lb. Cruising Speed 20 knots. Top speed 24½ knots. Power Twin Chrysler V-8 Imperials 200 hp. each, with 2 to 1 reduction gear and hydraulic controls.

This newest and largest member of the Bristol fleet is truly a sport fisherman's dream come true. Her maneuverability and her speed and seaworthiness are unmatched. She has four foam rubber double berths and is designed with roominess in mind, with headroom and berths for tall people. Her large galley boasts low pressure gas cooking. A large head, ample storage drawers and hanging lockers complete the picture of practical comfort. A 10½ foot long rear cockpit allows elbow room for fishing or lounging. Flying bridge optional. Alternate layouts available. The price is sure to surprise and please you.

Since production is limited order early to avoid disappointment.

BRISTOL BOATS a division of allen quimby veneer co. **bingham, maine**
120 River St.

This is a "PERMA-DOCK"



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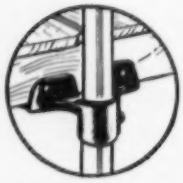

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Perma-Dock Float Brackets securely fasten 55-gallon drums to landing or swimming floats of any size—making construction and handling an easy job. "Perma-Dock" Ladder can be used on either Float or Dock.

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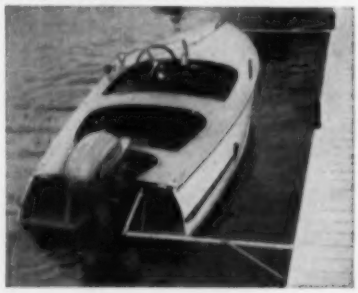
Your outboard runabout or any small boat is safely moored with "Perma-Dock" Mooring Bars, making it easy to step in or out of boat. Strong springs attach to bow and stern—your boat's strongest parts—so boat rides easily yet never bumps or rubs dock. Bars attach to dock or float, and fold in flat when not in use. Ruggedly built, zinc plated.



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as possible, in language he can understand. His usefulness will probably depend on the attitude of those around him: if there is the quiet confidence that comes from organization, he will probably function properly. If there is shouting chaos, he will become part of it.

It must be recognized that many panic parties are vocal manifestations of nervous tension. Modern man lives under emotional stress so constantly that in many individuals there is no reserve left when unusual conditions impose additional strains. Hypertension is nothing to be ashamed of. Jumpy nerves result from physical or mental exhaustion more often than from danger. Irritability is frequently a warning signal; in the last war it was recognized medically as the first stage of combat fatigue, itself a breaking down of personal control stemming from exhaustion and tension. When a shipmate becomes snappish, easily upset or angered he should take a mild sedative on his watch below to insure sleep. A couple of hours of complete relaxation can completely change an attitude. But alcohol must be avoided; the lift is temporary and unpredictable, the aftermath intensifies the former condition.

Coolness at the top usually carries all the way down the line. The skipper must school himself in control, and consider it a personal failure to ever raise his voice above the necessary level to communicate. When he is in complete control of himself, he will have no difficulty keeping control of his ship, and preventing the hysterical shout that can set off a chain reaction.

People have given up sailing—or at least racing—because of the seeming chronic confusion aboard many boats. When a crew periodically turns into a group of shouting, swearing, arguing, confused characters, there is inevitably an unpleasant aftertaste even after peace has been restored. If it happens often enough skipper and crew can become embittered to the point of enmity. Therefore I say panic parties should afterwards be faced and discussed: without rancor, blame should be allocated and accepted, and a cure considered, just as the merits of a new method of setting or jibing a spinnaker might be talked over. There is no faster way for every man aboard to learn his job, or be welded into part of a happy, efficient team, which means a happy, efficient ship, ready for anything that might come along.

THE FACTS AND THE FIGURES

(*Continued from page* 140)

there are probably another 500 local, small boating clubs with no national recognition devoted to family boating and outboard cruising.

The North American Yacht Racing Union, co-ordinating body for sailboat racing in this country and Canada, lists some 750 yacht clubs on its rolls and figures the total individual membership represented from these clubs to be well in excess of 100,000. Competition is handled by 28 regional associations which are all members of NAYRU, and by the individual clubs.

A breakdown of the 5,537,000 recreational craft afloat in this country during 1955 shows: 365,000 numbered pleasure craft, including all inboard power craft, outboard boats over 16 feet long and auxiliary sailboats on federal waterways, based on U.S. Coast Guard registration figures; 4,000 documented pleasure craft in use, mostly on the coastal waters of the United States, based on U.S. Bureau of Customs figures; 435,000 inboard boats on inland waters not under federal jurisdiction; 4,173,000 outboard runabouts, rowboats, prams, dinghies and canoes; and 560,000 sailboats without auxiliary power.

One of the big factors in the recent rapid growth of small craft all over the country is the development of the boat trailer designed for easy handling in launching and loading a boat directly on the trailer from the water. The Boat Trailer Manufacturers Assn. has reported that in 1955 its members produced about 125,000 units, compared to

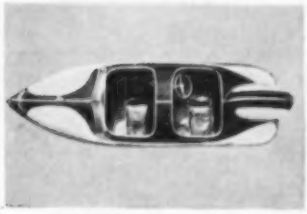
Reinforced Plastics contribute to

a new American phenomenon . . .

the "family boat"

Sportster, 12 ft.
Fleetcraft Inc.
Palmyra, N. J.

Challenger, 14 ft.
Lone Star Boat Mfg. Co.
Grand Prairie, Tex.



Falls Flyer, 14 ft.
Larson Boat Company
Little Falls, Minn.

Sailboat (Moth), 11 ft.
Challenger Marine
North Miami, Fla.

Twin Motor Outboard, 18 ft.
Marscot Plastics, Inc.
New Bedford, Mass.

Sea Rocket, 14 ft.
Whitehouse Reinforced Plastics
Fort Worth, Texas

46th ANNUAL NATIONAL MOTOR BOAT SHOW
Kingsbridge Armory, N. Y. C., Jan. 13-22

Did you ever talk with the owner of a reinforced plastic boat? No doubt he maneuvered the conversation over to hurricanes. And boasted about how his boat rode through the storms without a scratch. He's probably not exaggerating.

There are hundreds of true stories about the amazing toughness of reinforced plastic construction. Plastic boats that have hit submerged rocks at top speed . . . or rammed into a dock . . . or been dragged across the beach by a Big Blow. The damage—*at worst*—needed only a touch-up or simple patch anyone could put on.

Almost every plastic boat "captain" loves to talk about how *his* family doesn't have to paint their boat every Spring. How they don't have to scrape and sand and caulk. The color is molded-in to last for the life of the boat—and that's a long long time.

Why don't you look over the new reinforced plastic boat models. Whatever you're in the market for—dinghy, runabout, sailboat, cruiser, or yacht—you'll find a plastic craft as trim and beautiful as any old fashioned boat—and with a safety record second to none! There are many to choose from—in your price range. And if the boat you pick is made with Celanese* Marco* Resins, we can personally vouch for its being the finest in its class! Celanese Corporation of America, Plastics Division, 290 Ferry Street, Newark 5, N.J. In Canada, Canadian Chemical Co., Limited, Montreal, Toronto and Vancouver.

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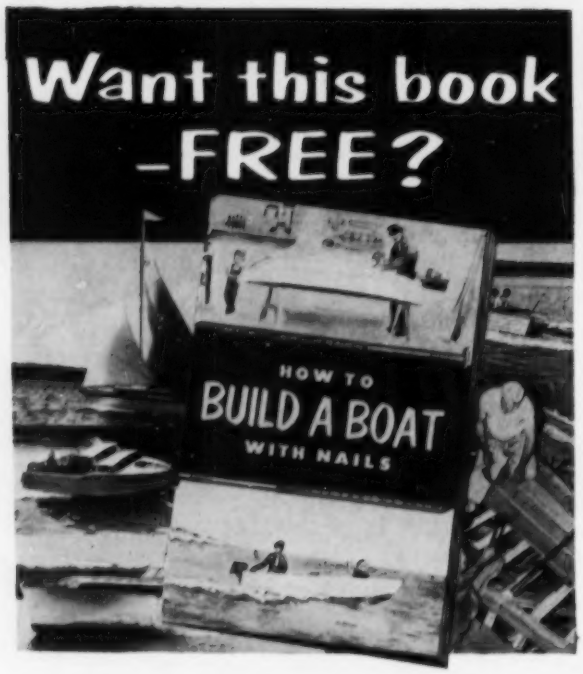

STRONGHOLD® Nails build boats better, faster—save time, money

Going to build a boat yourself? Or want to know how experts do it? Either way, you'll enjoy this booklet. Leading boat builders use and recommend STRONGHOLD Annular Thread Nails. They drive fast, save pre-drilling, cut labor costs, save time and money. Their scientifically engineered threads "lock" with the wood fibres; nails never loosen or back out. They hold *permanently* tight. Ask your dealer for STRONGHOLD Nails in brass, bronze and other metals; for ANCHORFAST in Monel. Write for the book, and samples.

"Held when even screws backed out"

World's record speeds have failed to budge the ANCHORFAST (Monel) Nails used by Designer Ted Jones in the famous "Slo-Mo's." Says Stan Sayres: "The nails have done a perfect job. *Not even the varnish cracked at the joints!*"

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only about 3,000 in 1947. In all, it is figured that there are at least 600,000 boat trailers in use throughout the country capable of handling craft up to 25-foot cruisers. Most of the units are designed for the 14 and 16-foot outboard family runabouts which have been featured in the current gains in popularity.

The Outboard Boating Club of America has said that 480,000 new motors were sold during the past year while about 25,000 new inboard power plants were produced for the recreational boating market, according to National Association of Engine and Boat Manufacturers information.

A staggering total of 415,000,000 gallons of gasoline was burned in inboard and outboard motors during 1955 with about 215,000,000 attributed to inboard consumption and 200,000,000 to outboards. This is based on the reports of major petroleum producers with waterfront installations. There is no telling how much more gasoline was sold to outboarders who brought their portable gas tanks to automobile filling stations, miles from the water.

Diesel pleasure craft burned 40,000,000 gallons of fuel oil while 17,000,000 gallons of lubricating oil were divided between 12,500,000 for the outboards and 4,500,000 gallons for the inboard craft.

Boating has posted another record year in its climb from a small, luxury sport to an immense mass recreation for families from all aspects of life, all budgets. The favorable economic climate surrounding American life today should nurture recreational boating to continue to grow like a sprawling young adolescent, with 1956 becoming another record year for boating.

DE CARDENAS WINS STAR TITLE

(*Continued from page* 129)

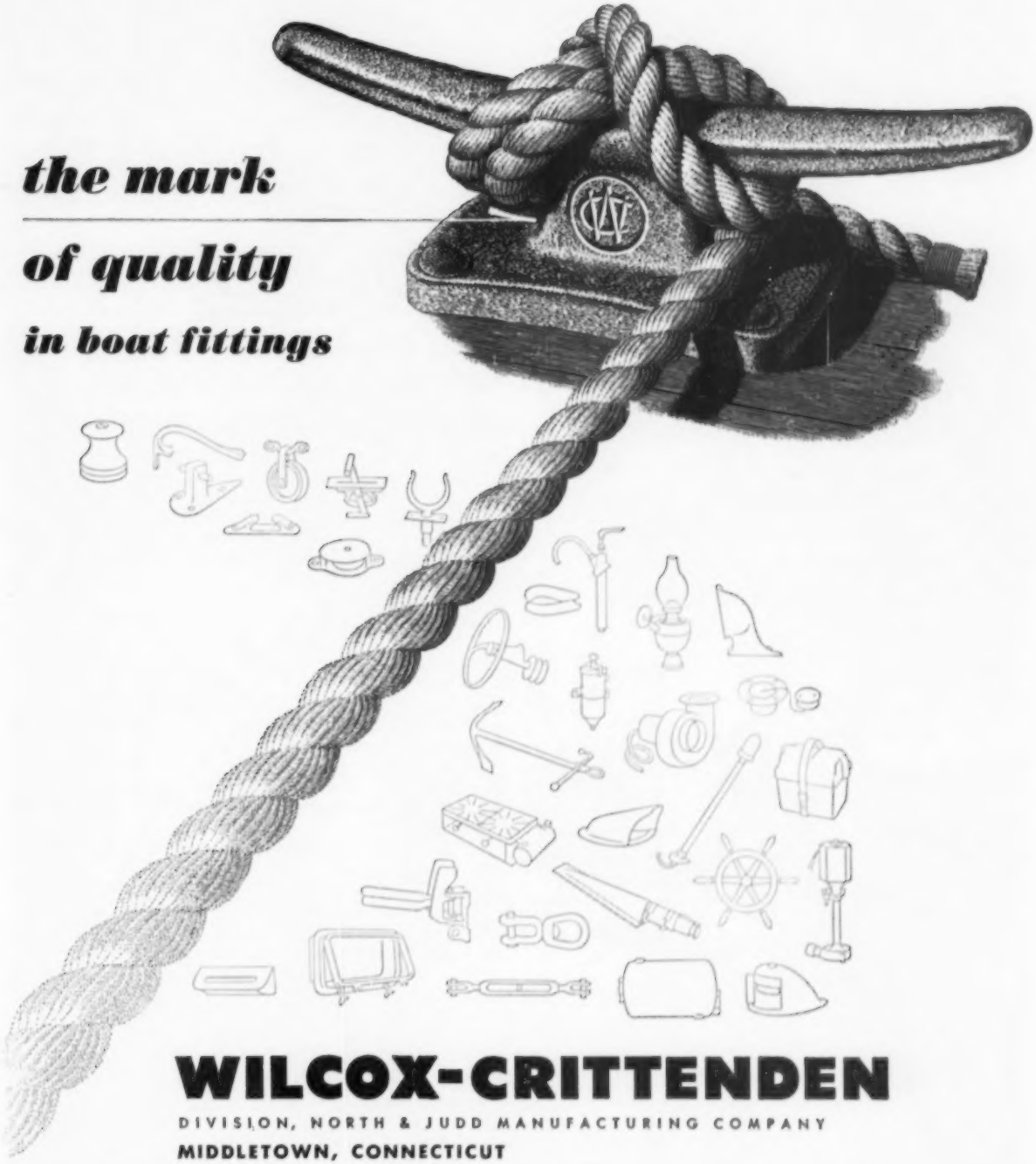
Downhill the defender outran the first three to lead his son, Gentzlinger, Hadden and Ficker around the leeward mark in that order. Jorge creamed the old man on the beat the second time up and on the final run would not let him through as he won by 30 seconds over his father, with Hadden taking Ficker and Gentzlinger. Todd and Ruggles, so hot the first day, went in the tank with a 20th and 21st respectively. As the boys quaffed their rum, the scoreboard read Charlie de Cardenas 69, Chancerel 64, North 60 and Jorge de Cardenas 60. The first of several masts went in this race when Alfredo Maruri of the Guanabo, Cuba, Fleet lost his jibing the weather mark.

The fleet learned in this race that inshore was no place to tack and thereafter they did not go in there. For the third race it was a really bouncy sea. Jorge de Cardenas lost no time sluicing out to a lead to windward and was never forced to look at a transom thereafter as he made it two in a row. At the first weather mark Lowell North and Jorge F. Geyer of Brazil were second and third, while Charlie de Cardenas was back in ninth place.

Skip Etchells planed downwind to go from seventh to second, and the defender also outran three boats to round sixth as he started the second beat. Quite close to the leeward mark, Dan Catlin, Jr., of Great South Bay, had to watch his mast go overboard when a backstay fitting failed to hold after a jibe. Positions among the leaders did not change materially thereafter as at the finish it was Jorge, Etchells, North, Gentzlinger and the defender.

As the fleet relaxed on rest day, the scoreboard read Charlie de Cardenas 102, Jorge de Cardenas 97, North 95, Chancerel 90 and Gentzlinger 86.

With a lot more accuracy than in most places, the predicted northeaster came in with a bang after the I.R.C. set two postponements for the fourth race. This time the signal was set for a twice-around triangle, and again the breeze was about 20. Upwind the heavy weather combinations of Etchells and Charlie Dominy and Straulino and Nico Rode took each other on and the Italian led at the weather mark with Jorge beating his old man out of third. The order was



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the same after the first reach. Reaching back to the end of the first round, however, Etchells got through Straulino and had 30 seconds to spare as he started uphill the second time. From then on he really poured it on the crowd, to finish with a two minute, 15 second lead.

Straulino had his troubles with the two Cubans the second time up but held them. On the final reach Charlie de Cardenas outsailed the Italian to earn second while Duarte Bello of Portugal inched ahead of Jorge at the finish line to take fourth. With only the finale remaining the score was Charlie de Cardenas 138, Jorge de Cardenas 130, North 123, Gentzlinger 116, Chancerel 116, Kelly 112 and Todd 105.

The light-air boys were really unhappy in the last race as the northeaster hit 20 to 25. Again the course was triangular. To windward it was again Straulino, Jorge and Etchells in that order, with Gentzlinger and Kelly leading the champ around the mark. Downwind, Straulino widened his lead over Jorge and Etchells, who rounded for the final beat simultaneously.

The Italians widened their lead over Etchells and Jorge on the second beat. Basil Kelly got around the weather mark ahead of the champ. Downwind, Etchells closed fast on Straulino and as they broad-reached for the finish, jibing time and again, it was a toss-up. Just when it looked as though Etchells was going into the lead he lost his mast overboard, about ten boat lengths from the line. While he was making a drifting finish Jorge planed past him for runner-up spot, but Skip saved third. It was reminiscent of Bob Lippincott's similar finish without a mast in the 1951 series off Gibson Island.

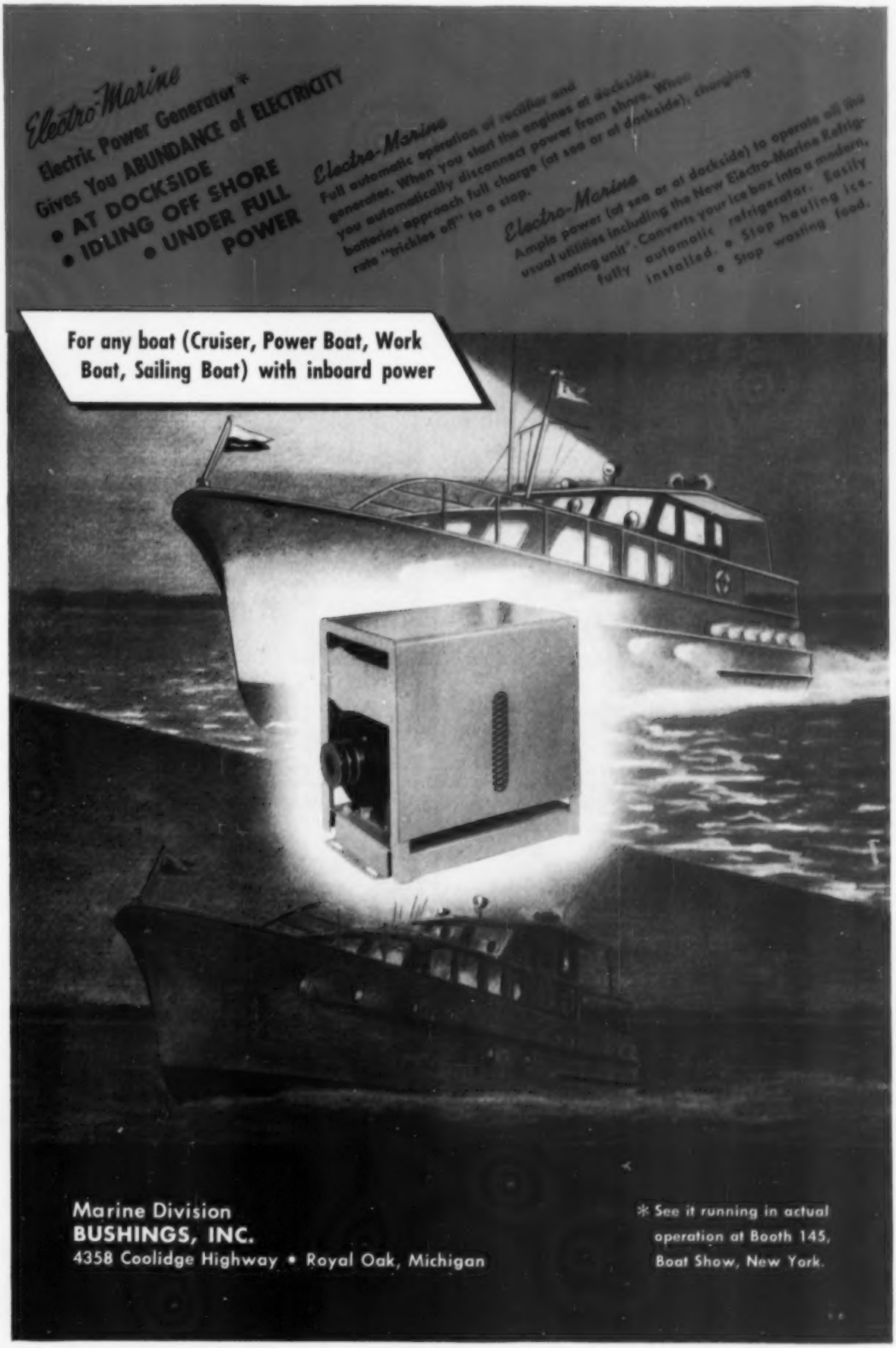
Duarte Bello took fourth and Basil Kelly fifth but the amazingly steady Charlie de Cardenas made sure of his second Gold Star when he breezed across in sixth place as all the whistles in Cuba let go. According to Star custom every boat got a gun as they headed wearily for their moorings. The 33rd world championship was history and the Cubans had every reason to feel proud. Because of his highest total series points for the past three years, Straulino takes the 1956 series back to Italy. The Cubans cannot again hold it as Star rules prohibit two series consecutively in the same fleet.

It is apparent that U.S. skippers are going to have to sail Stars a lot faster and more consistently before we have a World Championship in the United States. In this series, as in most, there was always a best place to go and the Cubans were always there. Some others found the right places some of the times, many never. When it comes to making a Star move through slop for five races in a row, the scoring shows the Cubans have no peers.

The International Race Committee was headed by Beppe Croce of Italy and included the Cubans, Manuel Fernandez Valle, Narciso Gelats, Clemente Inclan and your scribe. Commodore Vedana, Pepe de la Campe, Mario Bustamente and Orlando Noste were most helpful as course and mark officials. Commodore Posso was everywhere and his hand was evident in the gracious hospitality of the Cubans. But without Charlie de Cardenas managing a thousand details before, during and after the series, getting boats handled in and out, there would have been no series.

The ten leading boats:

Boat & Skipper	*Fleet*	*Score*
Kurush V, Carlos de Cardenas	Habana	170
Kurush IV, Jorge de Cardenas	Marianao	166
Vengeance, Wm. Gentzlinger	Huntington Bay	147
North Star II, Lowell North	San Diego Bay	145
Conch, Basil Kelly	Nassau	145
Gam II, Philippe Chancerel	Seine, France	143
Shannon, E. W. Etchells	Cent. L.I. Sd.	137
Boomerang, John K. Todd	Cambridge, Md.	134
Faneca, Duarte Bello	Cascais, Port.	133
Circus, Howard Lippincott	Elk River, Md.	128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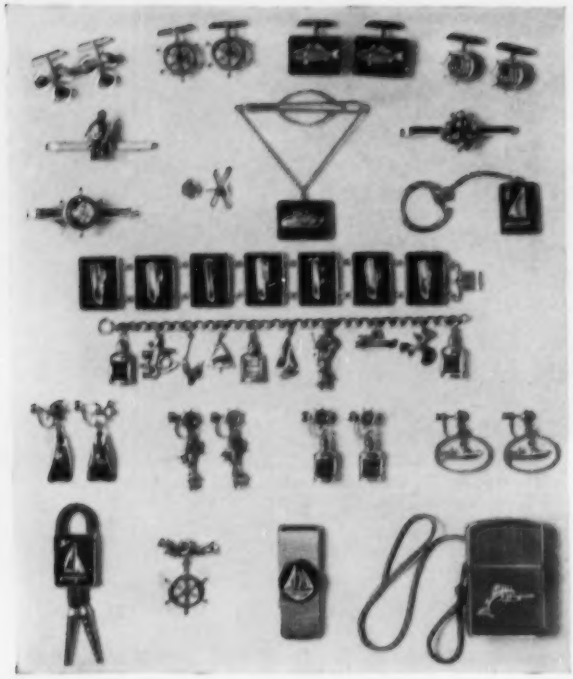

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His Lordship
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AN EXPERIMENTAL RIG

(*Continued from page* 112)

Reefed (2½ rolls) with sails closed

to a small drum winch *G*. 8. The mainsheets, not fully shown. Each boom has its own sheet, and when these are released either boom may swing right round the mast without hindrance. 9. The leach of the sail is cut with most of its roach towards the head, for reasons connected with the geometry of reefing. Experiments with different batten arrangements are still proceeding. 10. The common luff rope runs inside a mast groove. 11. An "Alpha Indicator" shows the exact angle of incidence of the booms to the center line of the hull.

For windward work, the sails are "closed" and the mast is spun to leeward, as with the Ljungstrom rig, so that the luff groove faces the lee bow and the sails flow off its leading edge at a tangent, giving a clean airflow round the lee side.

On any other point of sailing, i.e., from a close reach to a run, the sails may be opened and trimmed so that they form a single arched surface, and the booms may be locked together so that the whole may be handled rather like a squaresail.

There are two ways in which the booms can be opened. *Fig. 2, A, B,* and *C* show the sequence of opening the sails with "mast to windward," while *D* and *E* show them trimmed for a reach and close-reach respectively. *Fig. 3, A, B,* and *C* show the sequence of opening them with "mast to leeward," and *D* shows them trimmed for a close reach.

The advantages claimed for this rig over a normal sloop are:

1. Ease of reefing, unreefing, and furling. In a cabin boat, it is never necessary for anyone to go forward on deck at sea. 2. Opening and closing the sails is much faster and easier than handling a spinnaker, and the opened sails can be carried higher on the wind than any spinnaker. 3. With the sails opened there are not jibing worries, and the boat can "wear" from a reach on the port tack to a reach on the starboard tack without jibing. 4. By releasing the sheets on any point of sailing, the sails will "weathercock" quietly. For example, it is possible to pick up a mooring downwind under full sail by allowing them to "weathercock" over the bow. 5. The helmsman has perfect all-round visibility, even over the lee bow with the boat well heeled. 6. There is complete control over the incidence, twist, and arching of the sails on all points of sailing. 7. The rig adapts itself easily to a self-steering arrangement for long down-wind passages.

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Biggest of all, the new 18 ft. Runabout is designed for those who want a roomy open-water boat that is transportable on a trailer. Dry and level riding and extremely seaworthy, it can be powered with either one or two motors of 15, 25, 30, or 40 HP.

Lyman Inboards for 1956 achieve a new high in performance—in dry riding, level riding, rough water ability, and soft riding remarkably free from jarring and pounding. This unequalled comfort is made possible by the newly-designed hull with Lyman round bottom design and Clinker construction. Both the beautiful new 18 ft. Runabout and the popular Islander share this superb hull.

The new 18 ft. Runabout performs beautifully in all sports from trolling to water-skiing. Designed for motors up to 100 HP with maximum speed of 32 MPH.

The Islander's interior arrangement makes it ideal for trolling and family outings. Big, comfortable, seaworthy, and adapted for motors up to 60 HP.

Write today for complete descriptions of all Lyman Clinker-Built models and the name of your nearest dealer.

LYMAN BOAT WORKS 1624 FIRST STREET SANDUSKY, OHIO

Based on the successful results of the Firefly trials, a new version of the rig is now being fitted to my new 25′ sloop *Jester*, which has been designed as the smallest boat in which two persons can live and cruise in real comfort, and make long passages in open water without calling on their last reserves of endurance.

Any enquiries about the Lapwing rig or *Jester* should be sent to the Tormentor Yacht Station, Warsash, Hampshire, England, which is now handling the development under license.

"RIDING A MOLOTOV COCKTAIL TO BERMUDA"

(*Continued from page* 95)

that such a race eventually does materialize, I might add a few words of advice to potential entrants:

First, be sure that the mechanical functions of your craft are as near perfect as money and diligence can make them. All emergency equipment should be of the latest design and easily accessible. A complete set of spare ignition parts should be carried. Start making a list of extra items long before the race; by the time it starts you should have worked down to such things as distilled water for batteries.

A separate generating plant is practically a "must." Otherwise, an engine breakdown at night may leave you without running lights or working lights at a highly embarrassing time.

The bilge pump should be of a design that will permit its connection with an auxiliary engine. Bailing itself should be carried out on each watch whether it appears necessary or not. That way, leaks can be detected immediately.

When I made my first trip down, I boarded up all glass. Now I've come to the conclusion that it wasn't necessary at all, and shouldn't be necessary for any boat whose glass is moderately strong. A well-designed power boat won't begin taking solid seas until the weather becomes rough enough to render forward speed hazardous.

And last, if I were formulating rules for such a race, I would set 40 feet as the minimum length of an entry. There was all the difference in the world between the passage of *Wally II* and *Wally III*, and the difference wasn't due entirely to worse weather on the first trip. I am convinced that had the two boats come down side by side this last time, it would have been a rough trip for the smaller one.

Early Friday morning we again raised the Bermuda Harbor Service, but once more were unable to make them hear us. Also our RDF began picking up a weak signal from the radio beacon at Kindley Air Force Base, lending assurance that we were on the right course. The rest of the day passed smoothly, with the now well-trimmed *Wally* breezing across the gentle swells. At 1830 we finally established a two-way contact with the Harbor Service. We gave our ETA as noon the following day, and they obliged by passing the information along to our families.

When the log was consulted the next morning it revealed that we had made our best run so far—178 miles, or an average of about seven and a half knots. A landfall was made at 0905 on the northeast point of Breakers Buoy. The sight of white stone housetops rising out of the sea did much to restore the crew's spirits, which had been somewhat dashed earlier that morning with the announcement that we were out of galley fuel (put that one down on your list, boys!)

At 1030 hours, the *Wally* eased gracefully into her new permanent berth at the pier on Ordnance Island, St. George's, amid cheers from a large welcoming crowd. When the log was taken up, it read 679 miles.

All in all, it was a trip marked only by its uneventfulness. With bad weather, or in a smaller craft, the story might well have read differently. It was a pleasant passage, and if I ever buy another boat in the States, I'll probably make it again. But I won't be doing it just for fun, or to prove my boat is fast.

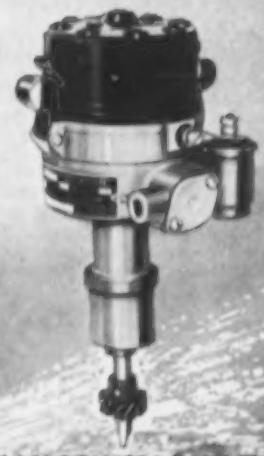
Spark-up your Boat---

Mallory MAGSPARK IGNITION SYSTEM

INSTALL A MAGSPARK IGNITION SYSTEM IN YOUR BOAT AND GET ALL THE POWER AND PERFORMANCE THAT WAS BUILT INTO YOUR ENGINE

The Magspark Transformer derives its name from the magneto. It produces a magneto spark, long acclaimed by engineers as the best ignition . . . You can have the Magspark Transformer and Magspark Distributor installed on your boat. You will then have a complete Mallory Ignition system which will give you the best performance that is in your engine . . . A Magspark system is available for practically all makes and models of boat engines . . . Write today for complete information and name of dealer nearest you.

MALLORY MAGSPARK TRANSFORMER $22.00



MALLORY MAGSPARK DISTRIBUTOR $34.00 to $54.00

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because it defies the sea...

Borden's Waterproof Glue

Like many of America's outstanding boat-builders, the Wagemaker Company of Grand Rapids, Michigan, relies on Borden's Cascophen glue to insure lasting durability and a completely waterproof bond in the construction of their famous "Wolverine" boats.

This same Borden's Cascophen is available in small quantity packages under the name of Elmer's Waterproof Glue. By either name, it is the ideal glue to solve your building and repair problems . . . for it glues wood to wood so tightly that the completely waterproof joint will outlast the wood itself. It is a unique resorcin resin glue that is also impervious to weather, alkalis, acids, mold—and exceeds military specifications for marine laminating.

Elmer's Waterproof Glue is the *only* really waterproof glue that is nationally distributed in all sizes from ¼-pint cans up. For a detailed 10-page descriptive folder, write The Borden Company, Chemical Division, Dept. Y-16, 350 Madison Ave., New York 17, N.Y.

Available from your marine supply, hardware, or lumber dealer

THE *Borden* COMPANY

RIGGING UP FOR TRAILER CRUISING

(*Continued from page* 106)

should be unnecessary to get the bearings wet. Your dealer will be glad to tell you how to grease the bearings. Incidentally, bearings and other parts in your trailer are likely standard auto parts. Find out from the manufacturer or dealer who makes them so you can get replacements if trouble occurs on the road. You might as well put grease right on your pants as to put it on the ball of the hitch. Also, grease on the ball helps collect dirt and moisture, which hastens deterioration. It does help to grease the launching rollers.

The hitch should be fastened firmly to the car frame and not pulled through the bumper. Bumpers nowadays are little more than ornaments. The safety chain should be strong enough not only to keep the trailer from running wild if the main hitch fails, but to help prevent the trailer being pushed into the back of the car in case of a rear end collision.

Sway might be induced if the weight of the trailer on the car is less then 50 pounds. You can check it easily with a bathroom scale. Move things in the boat to achieve proper tongue weight. It is best not to use the trailer as a truck. We avoid putting anything but clothes and other light objects in the boat, and those are strapped to seats and floorboards over the keel where the extra load can be best supported.

Should tongue weight on the car exceed 100 pounds, helper springs become important. Without them, car control at high speeds may become difficult and headlights point too high. As yet we have found no good answer to the helper spring problem. Right now our car has an air cylinder type. If properly adjusted for the trailer they give a stiff ride without it. They are not easy to service or adjust. So we are still looking. Even with helper springs, extra weight of more then 500 pounds may cause tire and axle failures.

Anchors, gas tanks and other items jumping around in a boat in transit can put a hole in her. Use metal footman's strap fixtures and web belts to tie everything down.

Have all gas tanks empty when on the road to reduce fire hazards. Keep the fire extinguisher handy in the car, not in the boat near the hazard.

Much has been said about how quiet the new motors are. It has been a big improvement, and even more important is the elimination of vibration. No longer do screws shake out of cameras and binoculars, nor do speed indicator and compass dance with complete illegibility. The savings on boat fastenings must be great.

We have never had an outboard fail or refuse to start. The only preventive maintenance has been winterizing and a complete check each fall by an authorized mechanic. New spark plugs are put in at the beginning and middle of the season. All fuel is carefully filtered.

If room will allow, you will find an extra tank like the one which came with the motor worth while. When one tank runs out it is easy to plug in the other. This eliminates fire hazards and losing your balance while trying to pour fuel.

I believe a big reason why our motor has been so reliable is because all gas has been strained through felt, which removes dirt and water. Make straining the fuel convenient to help encourage this important operation. Get a big one-gallon funnel and stretch an old felt hat across the top, clamping it with a wire around the edge. Be sure there are no holes in the hat. Gas will go through this rig almost as fast as it can be pumped.

Check carefully the motor manufacturer's recommendations for a battery. If a battery of other specifications is tried, make sure your dealer and the battery manufacturer will stand back of it for your application. If you want a battery for starting and, perhaps, lights, one of the aircraft batteries has many advantages. They have little more than half the weight and bulk of an auto battery. They cost more, but require no extra case as they are baffled and covered to prevent spillage. We do have a small photographic rubber tray under our aircraft battery in case acid drips over the side when taking hydrometer readings. Our little Bowers L-6 aircraft battery has been a pleasure to use. It takes no effort to carry it in to the charger, and has required charging only once this season. If you have to furnish power for more than minimum requirements an auto battery is the only answer. This type needs a case to prevent spilling acid in the boat and for convenient carrying. The Sea-Pack battery case made by Wilcox, Crittenden & Co. is the best I have seen. Of reinforced Fiberglas, it is light, tough and will not corrode.

Never add acid or anything but distilled water to storage batteries. Anytime the charge drops to one-third, recharge. Be sure to watch this during the winter. When on a trip, don't try to charge it where you sleep, as fumes can be dangerous. It is a good idea to include a 20- or 25-amp. fuse in the light system. The fuse holder, which should be plastic to avoid corrosion, can be the auto type which splices into one lead.

The theft of outboard motors and boats is not uncommon. It is hard to prevent, but easy to discourage. A lock that can be broken is worth much as a deterrent, for it is easier to pilfer some other outfit with no lock, and many are careless. A bicycle lock slipped through two holes in the clamp handles on our Evinrude makes a convenient,

BUILDING OR BUYING A BOAT?

Chart your course by this tag!

In a finished boat or kit, it pays to look for the Weldwood Waterproof Plywood tag as carefully as you hunt channel markers in a fog.

That Weldwood tag tells you all these important facts:

Your boat's plywood will not delaminate. Plies of special Weldwood plywood are bonded with completely waterproof phenolic-formaldehyde adhesives that will never dissolve. This glue bond resists salt or fresh water . . . is completely unaffected by the repeat wetting and drying out that "week-end boats" get as they're hauled to and from the water.

Weldwood's strength saves weight. The ¼" to ¾" panels are so strong and rigid they can replace thicker planks or other materials. This, plus Weldwood's resistance to water absorption, makes your boat lighter, faster, easier to handle, more economical to run, easier to carry on trailer or car top.

Easier repairs, less caulking. Weldwood panels range from 4' x 8' to 4' x 20'—cover large areas easily. It's easy to bend them to simple curves and to work them with ordinary woodworking tools. Big panels also mean fewer seams to caulk. And you cruise away as soon as you float your boat—no waiting for wood to swell and close seams.

Maintenance low, resale value high. Weldwood Waterproof Plywood helps keep your boat tight and dry year after year. You'll have fewer haulouts for repairs, a sound boat that will give a better return when you sell.

Whether you're buying a boat, repairing one or building from a kit, be sure of your materials. Look for the Weldwood tag and get the best plywood for marine use at *no extra cost*.

Weldwood® WATERPROOF PLYWOOD

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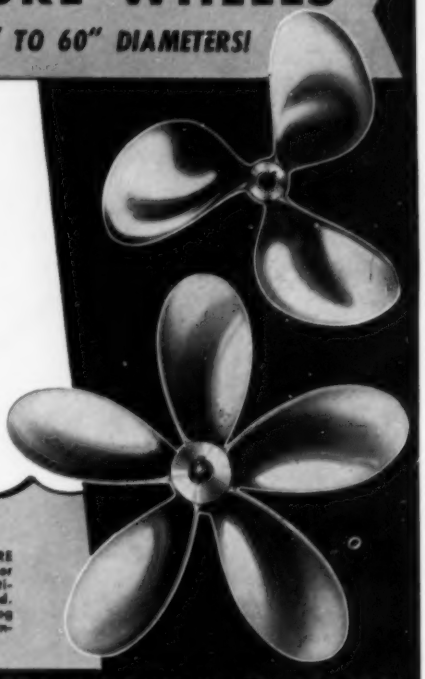
WELDWOOD—The Best Known Name in Plywood

THE TWO FINEST PLEASURE WHEELS

FROM THE WORLD'S GREATEST LINE OF PROPELLERS OF 3" TO 60" DIAMETERS!

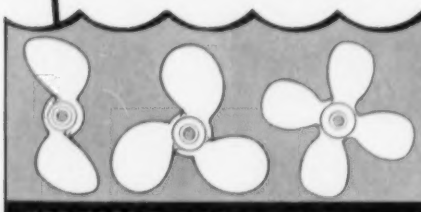


MICHIGAN'S "SCIMITAR"

The fastest thing in wheels . . . A BRAND NEW member of the Michigan line but built on thoroughly established principles and definitely proved in actual service. The SCIMITAR offers the owners of fast bottom runabouts and utilities a new conception of high speed boating. See it at the boating shows.

MICHIGAN'S "STAR"

Ask any of the already large number of cruiser owners who have switched to this wheel and they'll tell you that it is almost unbelievably smooth, absolutely vibrationless, and that it gives increased speed at the most desirable cruising RPM. See it at the boat shows.



OUTBOARD WHEELS:

2, 3 and 4-blade wheels to provide MORE SPEED, BETTER CRUISING, BETTER SKIING or BETTER LOAD CARRYING ABILITY for practically every combination of motor-boat-load. Ask for a copy of our 1956 outboard catalog with expertly engineered propeller recommendations. It's FREE.

MICHIGAN WHEEL COMPANY GRAND RAPIDS 3, MICH.

inexpensive lock. We had a lock shaped like a bar which slipped over the clamp handles, but it prevented the motor from tilting and had to be removed each time. The boat itself is heavy enough to be difficult to move. So just the trailer is kept locked to the car, or the safety chain is locked around a tree or post.

Nothing is as deceptive as speed on the water. Speed limits are enforced on many waterways, and speed should always be watched when visibility is low. In these situations accurate indication of low speeds are important. How can you tell if a speed indicator is accurate at low speeds? Our Finson Mariner is a good example. There are calibrations on the dial for low speeds. It has a recalibration screw on the dial so it can be set accurately. The hand returns to a "set" position, not a pin. In addition there is a static tank on the pitot tube. We have found this type very accurate. Tiller rope guides hold the tubing in place without kinking it. Be sure to clamp a block of wood behind the dash when drilling for the indicator to avoid splitting the wood.

Small boat fittings are seldom designed or fastened to take the strain of towing. The bow ring is best for being towed. We have a Madison Hitch, made by Madison Marine of Brainerd, Minn., for towing other boats and water skiers. This bracket fits right on the motor, which is the real source of thrust. There is no point in transferring this force through the boat to some off center fitting which, among other things, results in difficult steering. A Snap Swivel Eye manufacured by North and Judd Mfg. Co. is a convenient, sure way to hook anchor and towing lines on the boat.

You will find it hard to reach a waterline bow ring for a line. Leaning over might be a prelude to falling in; with a windshield it is impossible to reach. Reaching around the motor isn't easy for the after towing line either. So an extra line has been spliced into these lines about three feet from the boat. This extra line leads up to a deck fitting and is used to retrieve the main line.

Our Nautalloy aluminum boathook is just the right size and it floats. Because it is handy to use, you will not be encouraged to lean over too far for mooring or dock. Put an arrow of Scotch Lite tape on the end so you can see where you point the hook at night.

A good boat cover is important. A hard rain can put enough water in your boat to affect trailer balance and car handling. A boat is hard to bail when on a trailer and difficult to launch with water in it. Arched ribs should bow the cover up so it will shed water. Snaps for holding the cover will be out of the way, where they will not be knocked off, if placed up under the sheer rub-rail molding. They should be close enough together so wind cannot get under the cover and pull it off. The draw string principle for holding a cover on is rather poor, since the line stretches. I was constantly stopping to adjust one on a previous outfit.

A chemically impregnated polishing cloth has kept our Nautalloy aluminum hardware shiny. A sponge or chamois skin and canvas pail help in rinsing off varnish around salt water. The pail also makes a good sea anchor. Pick your anchor and line not so much with the thought of staying around a fishing hole on a calm day as using it to hold the boat from being blown on the rocks.

So much has been mentioned here that you may wonder where to start. Don't do it all at once. After a trial trip or two you will find what, of all this, applies to you. Then what you have read here will make the problem easier. And, should you see old *Hi-Lite* skimming highway or waterway, give us a wave and we'll wave right back. Trailer cruising is so convenient and so much fun you could well see us anywhere.

INTERNATIONAL 5-0-5 CHAMPIONSHIPS

The 5-0-5 Class, the 16½' fast centerboard sloops that are beginning to gain popularity in this country, will hold its first international championships next summer at La Baule, France, about Aug. 20.

New STANPRO Channel* lasts for years; won't rust even in salt water

Here is the *first* marine channel ever designed specifically for sliding windows. Glass slides on a heavy, extruded nylon strip. (Installation screws can be drawn down for sufficient clearance.) Because it won't rust, type 316 stainless steel is used for core and beading. In addition, it's flexible and can be used on curved surfaces.

See your nearest *marine supplies dealer* for your STANPRO Channel. List price: $1.00 per foot.

WATER-REPELLENT TREATED PILE FABRIC

HEAVY-GAUGE NYLON STRIP

CORE AND BEADED TYPE 316 STAINLESS STEEL PASSIVATED

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Manufactured by

The Standard Products Co.

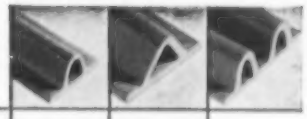
Lexington, Kentucky Division

*Patent Pending

Protect your dock and boat with STANPRO *Dock Bumper*

It's rugged; provides the best possible cushioning action and protection from damage. Three years of tests have proved that STANPRO Dock Bumper will pay for itself many times over in savings. This heavy-wall, all-rubber bumper lasts equally well in salt or fresh water. It tends to "weather etch" itself clean. Light gray in color, it won't mark a white-painted hull. Easily installed with common galvanized roofing nails.

Protects outboards, powerboats, sailboats or industrial tugs. Order STANPRO Dock Bumper, today. Distributed by leading marine wholesalers and dealers.



TYPE	REGULAR SINGLE	HEAVY-DUTY SINGLE	HEAVY-DUTY DOUBLE
PART NO.	A-4973	A-4940	A-4908
LIST PRICE PER FOOT	$.75	$1.25	$1.50

UNIT CARTON: ONE 50-FOOT ROLL

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AT

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to fine linens, stemware to
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even galley equipment!
A complete world of
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and experienced manager.

Hammacher Schlemmer
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AGAINST REGULATION

(*Continued from page* 111)

ernment agencies like to build up little empires. This would be fine for the empire builders within the Coast Guard.

Why does the Admiral pick on small boat operators? If Coast Guard Auxiliary statistics were broken down I venture to say we'd find that a *proportionately* larger number of Class II boats and their operators had to be assisted than those in Class A.

Could a federal law be fair to all concerned? It could not. It would affect cat fisherman on the Mississippi and his simple powerboat. It would affect the flounder gigger along Florida's mangrove coast or the bait netter along the Intracoastal Waterway in the Carolinas. Should he be denied a license to operate his boat and earn a living because he might not be able to read or write sufficiently well to pass a written examination? How about the thousands of inarticulate operators who know what to do but can't describe how to an examiner? Would it be physically possible to examine each one aboard his boat; to require him to give a practical demonstration?

Look at the law as it exists in Washington, D.C. It's a federal law. No one under the age of 16 is allowed to operate a boat of any kind in District waters. How many of us have seen mere tots do superb jobs of handling boats; often better than their grown-ups. At the Miles River regatta on Maryland's Eastern shore you'll see any number of ten-year-olds running their dads' outboard dinghies around the visiting fleet. Who gives the most trouble? The adults, who dash about through crowded anchorages with no apparent regard for these kids. The question of age is included in the questionnaire sent by Capt. Smyth to members of the Motorboat and Marine Safety Panel. If they are of the same temper as those consulted when the District of Columbia law was passed, will we see all youngsters barred from our waters unless accompanied by a (licensed) adult?

So you have a license. You leave the wheel of your cruiser or auxiliary to your unlicensed wife to go below for a brief moment. She's breaking the law, then and regardless of her competence to handle a boat well, should a collision occur it will be almost *prima facie* evidence that she was at fault. It is doubtful if any pleasure boat license will be for *commanding* a boat; only for operating one manually, with the licensee at the controls.

So a federal law could not hope to be broad enough to cover all groups and types of operators. You can't license pleasure boat skippers and not include the commercial fisherman or others earning a livelihood with their boats.

(*Continued on page* 256)

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Manufacturers of
WEBBPERFECTION
GALLEY RANGES

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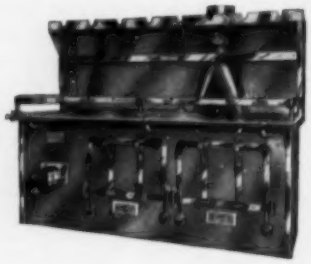
We are familiar with export business and invite inquiries from Shipyards, Ship & Yacht owners abroad, especially our Latin American neighbors.



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A simple error of judgment that could happen to anyone could cause a collision that might prove very expensive.

Protect yourself against loss from this and many other risks of yachting with

Complete
YACHT and MOTORBOAT INSURANCE
Ask for details and rates
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WHY TAKE THE CHANCE...

Give your boat maximum security with mooring lines of Du Pont nylon

When hurricanes strike, your boat is only as safe as its mooring lines. When it's moored with nylon lines, you can be sure it has *maximum security*. Size for size, nylon lines are twice as strong as the ordinary kind . . . tests show they have up to five times the shock absorbency. Yes, these lines can really "take it"—stand up to punishment that would part ordinary lines.

And nylon lines are tough, resist wear and damage from rot and mildew. Properly made, they are easier to handle, too—stay light and flexible, wet or dry. Leading cordage manufacturers make them in a wide range of popular sizes. Ask for *nylon* the next time you buy mooring and anchor lines for your boat.

For more information about nylon and "Dacron", write: E. I. du Pont de Nemours & Co. (Inc.), (Y-1), 2494 Nemours Building, Wilmington 98, Delaware.

NEW . . .

Running rigging of strong, easier-handling

DACRON*

• High strength with little stretch and the right flexibility make lines of "Dacron" polyester fiber first choice for running rigging. For longer life and better performance, change to running rigging of "Dacron".

***"Dacron" is Du Pont's registered trademark for its polyester fiber.**

Du Pont makes fibers, not rope.

ROT-RESISTANT anchor lines of Du Pont nylon are resilient, strong—best in any weather.

TOUGH, WEAR-RESISTANT nylon lines last longer, are more dependable on the job.

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A Right Size Fender for Every Outboard

☆THE "SKIPPER"

for Outboard Cruisers

"Skipper" fenders are 16 inches long, cork and rubber filled with sturdy, seamless covers. They're especially designed for outboard cruisers and come in two colors —blue and orange. Cruiser owners can't buy better!

☆The "Little Skipper"

for Runabouts, Dinghies

"Little Skippers" are 12 inches long—lightweight yet tough and durable. Like the "Skipper" they're cork and rubber filled, *and float!* Both these fenders are on sale at Mobil stations and other retail outlets!

Boating's More Fun with a "Skipper" aboard!

SHIPMATE

MARINE FENDERS AND GUNWALE GUARDS

Mobil Marine PRODUCTS

SOCONY MOBIL OIL COMPANY, INC., and Affiliates:
MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION

UNDER THE LEE OF THE LONGBOAT

(*Continued from page* 84)

Swedish jib. As far as I know no place name has attached to the parachute spinnaker which also owes its origin to the accomplished new owner of *Bolero*.

I've heard only one side of the story, but it seems that a member of a club in the vicinity of Boston moored his motor boat to the club's landing float, violating a rule and thereby rendering himself liable to a parking fine. Instead of a fine he found the following morning that a substantial "plaster" in the form of cleat, chain and padlock had secured his boat to the float. What did the outraged member do but remove the cleat, make use of his boat and leave her at her usual mooring so that the club's punitive mooring equipment could be recovered. With that the club revoked the man's membership and he mimeographed a letter to his fellow members saying that he didn't know whether he was living in Nazi Germany or Commy Russia. Well, now, he ought to know how we fix things in an individualistic enterprise like the Lee Rail Vikings. For the first criminal offense of this nature —i.e., leaving a boat at the float—we impose a fine of $100. The second time the infraction occurs we pass a heavy chain around boat and float so that the violator can't move one without the other. But if he damages club property by sawing the chain in two we consider that he has meritoriously upheld the club's ideals and instead of revoking his membership we make him serve as Commodore for two years. This is drastic punishment as the commodore has to pay the annual dues of all Vikings during his term.

C. B. Hutchinson, of Oakland, Calif., who once called my attention to a simply grand seagoing novel called "The Splendid Shilling," says that he finds this gem on page 358 of "Roanoke Hundred," by Inglis Fletcher: "The mate's raucous voice sounded, giving orders to the helmsman, seamen and gunners: 'One to the top, to watch ship! Outer set the jib! . . . Flat about! Handed your sail, men!'" It all takes me back to Ole Virginny in 1585 when, though getting on in years, I could outer set a jib and flat about with the best of the young gentlemen.

Early last summer the Canadian Broadcasting Corporation informed its listeners that four boys were about to start from Montreal for Europe in a 26-foot cedar log raft. "The Aluminium News" of Montreal mentioned a young French couple named Frederique and J. de Grange, who had set out from Cannes for Australia in an 11½-foot aluminum boat equipped with cabin, outrigger and small outboard motor. It is quite evident that a lot of people don't read this column, but if any of you who do have information about the successful termination of these gallant expeditions the officials charged with the award of the Blue Water Medal would probably like to hear of them.

Odds and Ends (with humorous remarks to be supplied by the reader at no extra cost.) The Cleveland "Plain Dealer" once said that the Thistle is a standard 17-foot boat with 200 square inches of sail. The New York "Times" said last summer that the *Ramona* was the only scratch boat in the Honolulu Race, while at about the same time the Pasadena "Star-News" remarked that the entries ranged in size from the 109-foot *Ramona* to the 355-foot ketch *Sea Queen*. The Vancouver, B.C. "Province" related that an ex-farmer was misled by a red buoy and went aground in Departure Bay. Fortunately, the only damage sustained was a bent fender. Dooley Roosevelt, who forgot to name the boat in which he sailed the Honolulu Race, wrote me that after the cook had been bounced out of his bunk several times he said it was like living inside a slingshot.

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world's best buy in marine engines

Model WBS, 200 hp

HORSEPOWER FOR HORSEPOWER, you can't buy better marine engines than dependable, smooth-performing Chris-Craft. They are the ultimate in marine-engine quality and stamina; give long life at low upkeep cost; and are packed with features.

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158, and 200 hp, with reduction drives, opposite rotation, and *Chris-O-Matic* (exclusive automatic clutch control) for most models. See your Chris-Craft dealer, or mail coupon today!

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You'll like the waters where the big ones sail . . . where prams, outboards, cruisers and fishing boats dot the horizon every day; where the Mid-Winter Lightning Regatta draws 60-80 entries from all over the country; Southland Sweepstakes has the largest and fastest entries of any winter inboard regatta; the blue-water St. Petersburg-Havana Race features dream yachts of the racing world.

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LENGTH OF STAY _____

(*Continued from page* 252)

Deny a license for one thing, say being under age, or not physically able to handle a cruiser in a heavy sea, and no alleviating state law can be legal. That is, if a kid or a one-eyed man were denied a federal license (which license would be required of every operator on navigable waters) then a sympathetic state legislature—knowing that a lot of youngsters make their living fishing in that state, or that many disabled veterans in the state go boating—could not help them.

As for state laws; they could be the answer provided they used the Outboard Boating Club's proposed code sensibly. But that's not the way states operate. Fees for boat and pilot examination and licensing would become political plums. That's why saltwater fishermen in Florida fear a proposed fee of $1.00 a season or so for fishing.

Those who know state legislative operations also know what will happen soon after an otherwise excellent law is passed. If certain factions resent a certain feature, it will be changed forthwith if there's enough lobbying and pressure is brought to bear. Or there just won't be enough funds appropriated for enforcement. Or the out-of-state cruiser will have the law enforced on home; local boys going scot free. Then, too, there will be the overlapping of jurisdiction. It's bad enough to come into Washington, D.C. and a few other harbors and find you have to register this and that for your boat with the local police. It would be just as bad along the cruising waterways, when we'd find intrastate waters and navigable waters both governed by the same state code, which might have been drawn with intrastate waters in mind but also made to apply on navigable waters. And where state laws are drawn for intrastate waters only you'll have a conflict of jurisdiction. Ask any Coast Guard District Commander to point out the limits of navigable waters in his district. He'll probably hem and haw about certain lakes and upstream waters.

Enforcement on the water is considerably more difficult than with auto traffic on land. All water traffic, especially with small boats, does not move along definite channels, as autos do on highways.

As to registration of the many thousands of Class A outboards; it just isn't practicable. There is enough trouble in every Coast Guard District with failure of boats' owners to surrender certificates of award of number when a boat is sold, even for boats of considerable size. What will be the situation for small skiffs? Will it be possible to keep up to date the records of ownership of Class A outboard boats; the simple, old and inexpensive ones especially.

There is always the specter of some-

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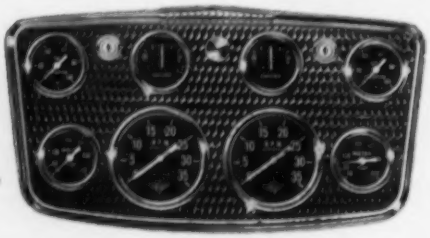

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one from his "ivory tower" judging a pleasure boat unseaworthy and condemning it prematurely to the marine graveyard. At present the Auxiliary may pass such judgment in the Courtesy Motorboat Examinations, but thank heavens, it is merely advisory and may only deny the owner an Auxiliary decal. But to take a boat off the water, that's another thing. And the seaworthiness clause is bound to creep into the next set of laws. What's seaworthy for young, agile Tom wouldn't be for Dick, especially if Dick is a middle-aged inspector. And Harry, let's say, could take a boat offshore and have it sink under him, while Tom, no more experienced, operates only in the bay or the calm tidal river.

Would it really be feasible to write a restrictive clause for every pleasure boat that a certain, not-so-young boat may operate only in certain waters? If it were done, then wouldn't that deny the owner the right to trail it to similar waters not specially mentioned in the restriction? More red tape!

If you read or listen to the gripers against the status quo you'll be struck with the large numbers who gripe about other boatmen spoiling the quiet of a secluded anchorage, water skiers darting like waterbugs over the surface of "their" –the gripers'–waters. What could be illegal about that? Some of it may be bad manners, but that you can't legislate against.

ACAPULCO RACE ENTRIES

► Ten more names have been added, as of Dec. 1, to the entry list of 12 published last month for the 1430-mile race from San Diego to Acapulco, Mex., which starts Jan. 15. The previous fleet record stands at 18 starters in 1954.

A change in conditions, as a result of a conference between Mexican and U.S. sponsors, has resulted in the elimination of the previously announced Class B, which contemplated allowing a yacht, during the race, to notify the committee that she was moving into Class B and so would use auxiliary power for a limited distance. It will be strictly a sailing race again.

The added entries include: *Diamond Head,* 71′ yawl, M. H. Wyman, of Seattle; *Holiday,* 31′ sloop, Ernest B. Coxhead, Richmond, Cal.; *Eugenia III,* 34′ cutter, Valente Sousa, Acapulco; *Marilen,* 60′ ketch, Dennis Jordan, San Francisco; *Resolute,* 40′ ketch, Ed Fabian, Cabrillo Beach, Cal.; *Astrea,* 52′ schooner, Joe Flick, Los Angeles; *Milagro,* 38′ ketch, Bob Joyce, San Pedro; *Nalu II,* 46′ sloop, Peter Grant, Newport Hbr.; *Sea Lark,* 37′ ketch, John Kellogg, Voyagers Y.C.; *Escapade,* 72′ yawl, James Camp, Los Angeles.

TEDDY ACKERMAN

SOUTH AMERICAN OCEAN RACE

► The announcement that the 71′ U.S. Naval Academy yawl *Royono* will be an entry in the 1200-mile race from Buenos Aires, Argentina, to Rio de Janeiro, Brazil, in addition to two other American yachts, the sloops *Angelique,* Charles N. Granville, and *Chance,* Horace Binney, adds to the interest in the contest here.

A complete entry list is not available at this writing, but from Rio de Janeiro comes word that among the nine Brazilian entries will be the 1953 fleet corrected time winner, *Cairu II,* Jorge F. Geyer, and five of her one-design sister ships; *Analee, Barracuda, Cangaceiro, Mistral* and *Procelaria.* These are 40-foot o.a. sloops of the Brazil Class, which are virtually sister ships of the Mackinac Class in this country, designed by Sparkman and Stephens. Larger Brazilian entries are *Aldebaran II, Ondina* and *Nathalie.* The latter was formerly the Argentine-owned *Cangrejo.*

Word from Buenos Aires indicates that the international complications that kept Uruguayan yachtsmen out of the last B.A.-Rio race in 1953 have been ironed out and there will be several entries from that country, in addition to a large fleet under the Argentine flag.

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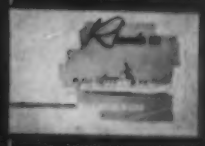

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UNDER THE BLUE ENSIGN

► At the Fall Board Meeting of the Eighth District, held in New Orleans, reports of the various division captains showed that attendance in Boating Safety courses had reached an all-time high, approximately 400 percent over last year. A highlight of the meeting was the description of the "Mobile Plan" by John C. Tainter, Division Captain of Div. II, Mobile, Ala. A boating safety quiz is conducted each year in the public schools with the cooperation of the school boards and other city and county officials and reaches several thousand children in both grammar and high schools. Prizes are awarded to winners in the various schools and the finals are broadcast over the local radio station.

The District meeting was concluded after electing a new slate of district officers for 1956: Dr. J. W. Rosenthal, New Orleans, La., commodore; J. W. Hill, Houston, Texas, vice commodore; J. C. Tainter, Mobile, Ala., rear commodore.

► The Seventh District Auxiliary held a highly successful annual Fall Convention at Fort Lauderdale, Fla., on October 28-30. Over 250 members, wives and guests were in attendance to make the affair the largest ever held in the district. Guests present included Chief Director Capt. H. B. Roberts and Capt. S. P. Swicegood, District Commander. Officers elected were A. Harlow Merryday, Palatka, Fla., commodore; Richard L. Smith, Miami, vice commodore; Miguel A. Colorado, San Juan, rear commodore and Herbert E. Lutz, Fort Lauderdale, Florida, rear commodore.

► Results of the remaining annual fall elections of district officers: The First District elected Clarence E. Emery, of Whitman, Mass., commodore; Harland B. Bruns, of Portland, Maine, vice commodore; and Leon F. Mowry of Andover, Mass., rear commodore. In the Ninth District Board members chose Charles S. Greanoff, of Lakeview, Ohio, commodore; Joseph V. Day of Chicago, Ill., vice commodore; and Bert Kitson, of Buffalo, as rear commodore. In San Francisco H. L. Worlow, of Sacramento, moved up to commodore; J. A. Ryan, San Pablo, was picked as vice commodore and R. R. Larocca was reelected as rear commodore. John Tanner was reelected at Los Angeles, Calif., for a second term as commodore; Win Unger, former staff officer, was elected vice commodore; and John Neerhaut, rear commodore. In the Fourteenth, the islanders voted in Fritz Amtsberg of Honolulu for a second term as commodore; Joseph A. Swezey, of Lahaina, Maui, as vice commodore and Millard L. Allen, of Honolulu, as rear commodore.

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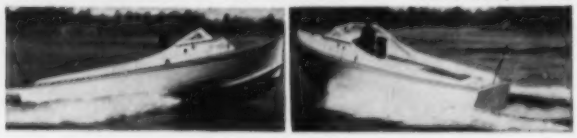

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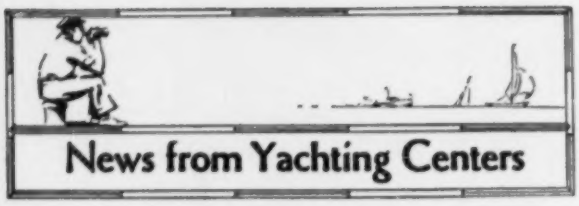


LAKE MICHIGAN BREEZES

By Les Schaeffer

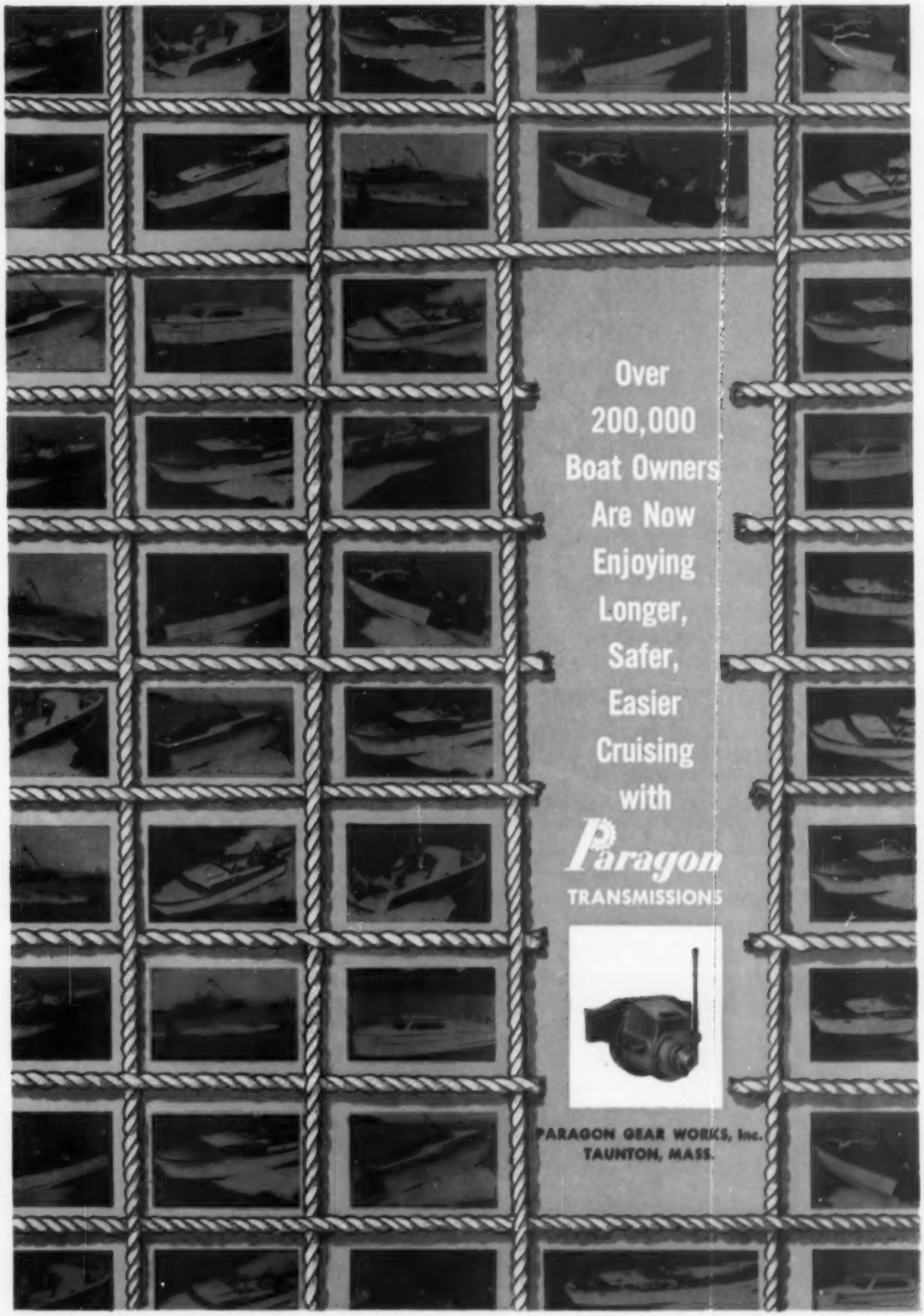
► Chicago Power Squadron, U.S.P.S., at its annual meeting elected the following officers for 1956: Commander, John S. Pedersen; Lt. Cdr., Richard R. Novotny; 1st Lt., Education, Nicholas C. Giovan; 1st Lt., Administrative, Don W. Bowden; 1st Lt., Executive, Robert H. Mayfield; 1st Lt., Secretary, Trueman H. Golightly; 1st Lt., Treasurer, William J. Mueller; Finance Committee, Clarence Rhinevault, Charles E. O'Conner. Chicago P.S. had a most successful season and a continually increasing interest in its educational program.

► Chicago Y.C. and Northwestern Univ. were hosts to the Inter-Collegiate dinghy races over the Thanksgiving Holiday, for the Timme Angsten Memorial Trophy. Eleven colleges with two crews each, participated in a three day series. Brown Univ., Eastern inter-collegiate champions, were ahead at the end of the first day. Ohio State, second; Ohio Wesleyan and Michigan tied for third. At the end of the third day Commodore T. M. Dunlap, awarded the trophy to the winner, Brown, with 205 pts. Ohio University was second with 180 pts.; Michigan, third with 179.; followed by Ohio Wesleyan 170; Illinois Tech. 156; Notre Dame 148; Michigan State 142; Wisconsin 139; Purdue 136; Northwestern 135; Cincinnati 93.

► La Porte Y.C. held its first annual dinner to be held in the new clubhouse since its completion. La Porte Y.C. had their clubhouse washed out with high water. Complete rebuilding was necessary and Commodore Lee Corsbie reported the club to be in excellent financial condition and thanked all members for their cooperation.

► St. Joseph River Y.C. was host to the annual meeting of the Lake Michigan Y.A. There was an excellent turn-out with close to 100 sail and power delegates from 22 yacht clubs. Each group met separately and elected its own officers and discussed its separate problems. Then both groups united for the general meeting and elected the main officers of the association: V. Wilbert Haag, commodore; Joseph Schoendorf, vice comm., sail; W. A. Hornsby, vice comm., power; Clayton Ewing, rear comm., sail; Leslie E. Schaeffer, rear comm., power; Charles L. Kotovic, sec'y.; Les Schaeffer, treas.; Louis Quarles, judge advocate; Directors for the sail squadron are T. M. Dunlap, Lewis Clarke, Harvey Nedeau, William Brix and Dale Wiers and secretary Alex Bell. Directors for the power squadron are Harry Lambert, John Ashal, Hilding Johnson, Al Berg, Dave Cunningham, and Arthur Peterson, secretary.

► The Annual Riccardo dinghy regatta held in the Chicago River, originated by the late Riccardo and carried on by his son Ric, Jr., was sailed in beautiful weather overhead and light, fluky winds. The dinghies started at the Wrigley B'ldg. and sailed down the river to the Merchandise Mart, twice around. (Those who know the course probably wonder why we say down the river; the Chicago river flows backward.) Fifty-nine dinghys participated and were of three types: Penguins, Lehmans and Prams. Crews from yacht clubs of three states, three universities and all clubs from Chicago participated. The winning crew, Robert Smith and Robert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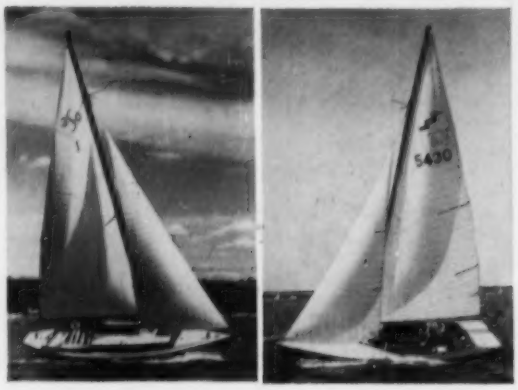

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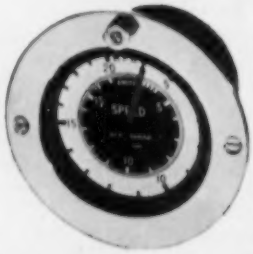

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Blatt, were carried in the traditional way in their Penguin up Rush St. to Riccardo's with the other crews following. Hot wine was served to all on the sidewalk, with the traditional dinner later. Robert Smith and Robert Blatt, Col. Y.C., won in a Penguin. Second was Bill Parks and Robert O'Neil, Chicago Y.C., in a Lehman, Fran Burn and Joan Somes, Col. Y.C., third in a Penguin.

► The Chicago Y.C. recently re-elected Commodore Theodore M. Dunlap for a second term. Other officers elected are Mark Brown, vice comm.; Lewis Gilbert, rear comm.; Fred Thulin, sec'y; George Wendt, treas. The addition to the club's Monroe St., station is nearing completion and is expected to be open some time in January.

DETROIT JOTTINGS

By George E. Van

► *Spook*, gaff-rigged R-class sloop, originally built for Alex (Sonny) Winton of Cleveland in 1915 has been sold by Ed Zerbe to a syndicate. But *Spook*, still in top shape, is still sailing on Lake St. Clair. Zerbe bought *Spook* in 1921 from Mike Henry.

► For the first time in the history of the Detroit River Y.A., a lady commodore addressed the group at the Fall meeting at the Detroit Y.C. She is Joan Ratke, commodore (and co-ed) of the Wayne University S.C. She was asking for the co-operation of the D.R.Y.A. to hold the 1956 National Intercollegiate Sailing championships. She got it, too.

At the same meeting, Bruce Tappan of the Detroit B.C., succeeded Murray Knapp of the Detroit Y.C. as commodore of the D.R.Y.A. Hal Smith of Crescent became vice-comm. and Paul Adam of Grosse Ile rear-comm. Sec'y. Henry Schuck read letters from various yachting centers complimenting Knapp and his officials and the local clubs on the efficient and pleasant manner in which the Mallory Cup finals were held in this area.

► Connie Ott is the new chairman of catboat sailing at the Detroit Y.C. This is an important office in the D.Y.C. as this committee annually instructs up to a 100 in sailing. Sydney Warner succeeds Art Summerlee, who died Oct. 28, as chairman of the Race Committee.

► Ray St. John, long active in the 30-Square Meter Class, has sold *Lil Singva* to Mel Hall of Port Huron and—of all things—has bought a 30′ cruiser with two motors and is a-going a-cruising next Summer. He won the class championship again in 1955.

► Most of the cruising and racing classes have held prize-awarding dinners honoring their champions. Norman Sarns and his wife Doris, owners of the 44′ Cruising A sloop *Revelry*, topped this class for the first time. It was a big season for *Revelry*, as she won the Chicago-Mackinac and took several local fixtures like the Bayview Long Distance Race and the Mills Trophy event on Lake Erie. The Voyager yawl *Querida*, owned by Carter Sales and J. Alfred Grow, succeeded another Voyager Cruising B champion. Jim Carlin's Pilot, *Glory-Bea*, over-all winner of the Port Huron-Mackinac Race, emerged as the season's champ in Cruising C.

Among the one-designs, Freddie Jensen's *Escape* became the L-class champion after finishing in a tie with Tommy Hansen and *Dauntless* in the regular schedule. An extra race was included in the card to reach a decision. Other class champions announced: Universal A—*Sprig* (Six-Meter), Phil Foskett; Privateers—*Windtoy*, Fred Runnells; Luders—*Nike*, Pete Stroh; Ravens—*Frolic*, Roy Barbier, K-class—*Roman Numeral*, Fred Meno III; CK-class—Pat Clancy.

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LAKE ONTARIO NEWS

By Lee Shore

► The annual meeting of the Lake Y.R.A. was held in Buffalo Nov. 12 with 11 clubs represented. The same officers were re-instated for 1956: P. J. Hunt, Youngstown Y.C., president; A. H. Gorsline, Rochester Y.C., 1st vice pres.; John R. Mason, Royal Canadian Y.C., 2nd vice pres.; and for his 12th term, Newton B. Castle, R.Y.C., sec'y-treas. E. G. Sorsoleil, R.C.Y.C., Gordon Brown, National Y.C. and C. H. Lunt, Royal Hamilton Y.C. were again elected delegates to the Y.R.U. of the Great Lakes. Robert B. F. Barr will again represent the L.Y.R.A. in the North American Y.R.U.

The Freeman Cup race and the L.Y.R.A. regatta have been moved forward in the racing schedule by a month and the regatta will precede the Freeman Race. Queen City Y.C. will be host to the regatta June 30-July 2. The Freeman will start from Q.C.Y.C. on July 3, round a mark at Port Dalhousie and end at Rochester. Since July 4 this year comes in the middle of the week these dates will not interfere with the usually scheduled club cruises for that holiday. The Barrows Trophy Race was the subject for much discussion. According to the deed of gift the race is to be held on alternate years from the Rochester Race, is to be not less than 190 miles nor more than 250 miles, and may originate at any club on the lake. With regatta being held early, the Barrows Race will probably be slated for mid-August but final decision rests with the spring Council meeting of the L.Y.R.A.

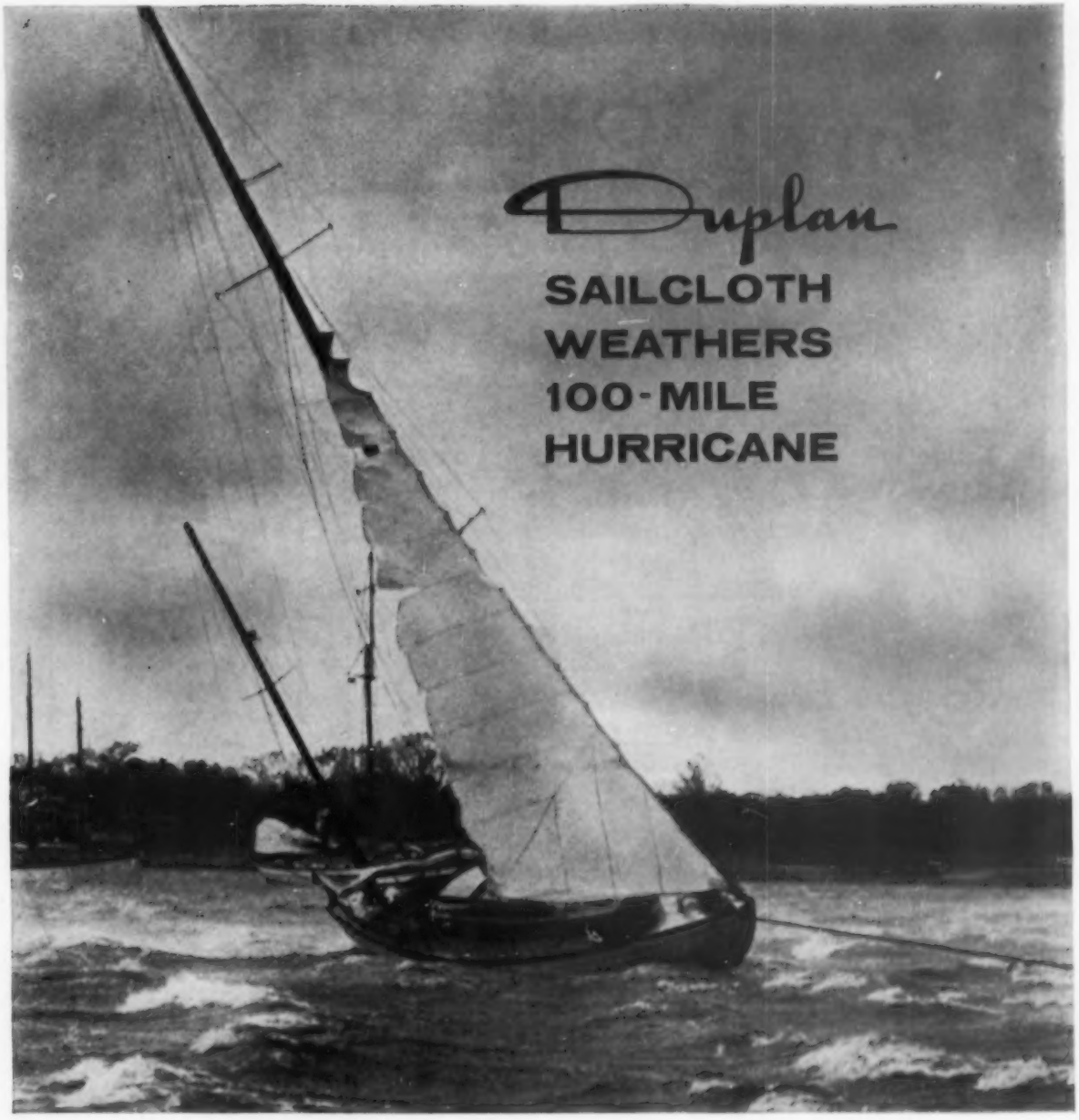
► Jack Dengler and his crew, Fritz Dasson, took Jack's Star *Scoot* to represent Rochester Y.C. in the Star Class World Championships at Havana in November. They were the only entries from the 12th District and placed last in the series, but declared it was a worthwhile experience. . . . With the rest of the boats snugged down for the winter four Dragons, fully rigged, were still in the water on Thanksgiving Day.

Gladys and Bob O'Kane pulled up stakes in Rochester and early in October started on the Inland Waterway for Florida aboard their sloop *Holiday*. They plan to make their home in Florida and this winter will headquarter at Dinner Key Marina, Miami. *Holiday* will be available for charter by the day or week. Their series of travel letters along the way have added to our burden of snow shoveling!

At the annual R.Y.C. meeting Dec. 8 the following officers were elected for 1956: Gilbert L. Barber, commodore; Russel D. Hay, vice comm.; Mortimer R. Anstice, Jr., rear comm.; Oscar Marth, sec.; William W. Hickey, corr. sec.; Turner F. Dow, treas.

► Port Credit Y.C., victim of several easterly gales last winter, finally dug themselves out of the sand that covered much of their property and with the completion of the new outer harbor they should not again be so afflicted. Despite the addition of 30 new moorings last spring they are running short of space. Their fleet numbers about 80 boats to 185 members. Sixty-seven Dragon sailors from the area, including guests from Cleveland and Rochester, attended a fall get-together at P.C.Y.C. in November. The following officers were elected at the P.C.Y.C. annual meeting: Dick Clarke, commodore; Lew Pickett, 1st vice comm.; Gordon Goldthorpe, 2nd vice comm.; Lorne Gow, rear comm.; Harold Mooch, executive; Murray Brooks, sec'y.; Douglas Scott, treas.

► Word just reached us that Major James E. Hahn, former commodore of the Royal Canadian Y.C., passed away late this summer. Though he had not been active in sailing events in the last few years the Major and his beautiful ketch, *Nonchalant* were familiar to all on Lake Ontario for many years. His presence and kindly nature will be missed in yachting circles.



This spectacular picture was taken at the height of Hurricane "Edna" as it struck Padanaram, Massachusetts in September 1954.

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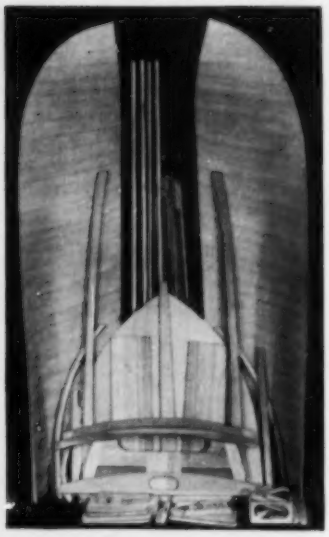

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ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

► The Buffalo C.C. recently held its annual election. The new commodore is Warren B. Hunt; vice comm. Carl C. Williams; rear-comm. Edward R. Fink; fleet capt. Lawrence V. Whistler, Jr.; sec'y William R. Rhote; treas. Curtis H. Deming. Whistler and Deming were elected to the board of directors, in addition to Albert E. Anger, Robert C. Coleman, and Edward J. Wegman. . . . The 1956 Lake Erie District Lightning Championships will be held at the Buffalo C.C. The date will be selected later.

► At a recent meeting of the Lake Y.R.A. Percy J. Hunt was re-elected president. Queen City Y.C., Toronto, was selected as the site for the annual regatta. June 30-July 2 were set as the dates for the course racing. The Freeman will start at Toronto on Tuesday July 3, from Toronto to a marker off Port Dalhousie, to Rochester.

► The ice jam in the Niagara River last spring did more damage to the dock at Youngstown Y.C. than was at first realized. Examination by divers disclosed extensive crushing of the cribbing near the north end of the dock. The repair project is expected to be completed shortly. . . . There is much interest in the Dragon Class at Y.Y.C., and a sizable fleet is expected for next year. Neil Campbell already has a Dragon at the club. Butch Canon and Karr Parker have recently bought boats, and Lou Howard is looking for a suitable purchase.

► The Knarr Class is still growing at this end of Lake Erie. There has been much talk of possible new Knarrs at B.C.C. and two members of the Motor Boat Club of Buffalo recently placed orders for new Knarrs. Commodore Walter L. Schreiner, and Treasurer Frank C. White expect delivery from Norway by May. The new boats will be fitted with Dacron main, jib, and genoa made by Larsen.

► A near tragedy took place in Lake Ontario near Wilson, N.Y. in early October. A *Little Skipper*, 29′ keel-centerboarder in command of Richard S. Weckstein, owner with Donald Lubeck and Bernard Marcus, was caught in irons in a 30 m.p.h. wind. She fell back on the original tack, with the main sheet cleated tight, rolled over and sank. Weckstein and two companions with life preservers were able to reach the shore some 4½ miles distant. The three owners included two lawyers and an economist; the boat was inadequately insured. It is expected that a new boat will be purchased this winter.

ST. LAWRENCE CURRENTS

By Arthur H. Thomson

► The new International Y-Flyer Racing Union Specifications and Restrictions contain complete rules for building and equipping Ys on both sides of the border and if passed by the Canadian body will mean that all new boats will be as near "one-design" as possible. This means a lot to the class, as there has been considerable divergence over the years on specifications which has caused some unhappiness in the international races. The job of drawing up the new rules has been done by Harry Jones for the C.Y.F.Y.R.A. and Don Dutton for the A.Y.F.Y.R.A. and they are to be congratulated on a fine effort. A mail vote is being taken and will be tabulated for the annual Y meeting.

► The Lord Reading Y.C. has published a proposed slate of officers for 1956 consisting of Hon. Commodore A. H. J. Zaitlin, Commodore Bernard Pesner, Vice Comm. Dr. Harry Magder, Rear Comm. Allan Silverstein, Treas. Sam Lands-

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man and Sec'y Gerald Ritz. Great construction plans are in the works for this club.

► The Royal St. Lawrence executive has proposed some improvements to facilities which are no doubt needed to keep up with the growth in membership and to replace antiquated structures and equipment.

► And while on new construction, we drove past Pointe Claire Y.C. the other day and were amazed to see how well the work is progressing on their new clubhouse. We were also saddened to hear about the loss of several of the club's best boats in heavy fall gales, among them Harry Jones' *Turmoil*.

BRITISH COLUMBIA NEWS

By Don Tyrell

► Royal Victoria Y.C., which will play host to the Pacific Coast Y.A. regatta next July, will have Maurice Green as commodore for the coming season. Other officers elected at the annual meeting were: vice comm., Andrew Wright; rear comm., Jack Gann; fleet capt., Bud Trythall; staff capt., Arthur Burns; Hon. chaplain, Ven. Archdeacon A. E. deL. Nunns; fleet surgeon, Dr. R. Scott-Moncrieff; measurer, Jorgen Baess.

► A team of Canadian youngsters placed third in an international Penguin dinghy race held in Seattle Oct. 30. On the Canuck team were Ward Stevens and Pat Sullivan of Royal Victoria Y.C.; George Ingram and Gordon Billings of Kitsilano Y.C. and David Miller, Colin Park, Steve Tupper and Billy Falcus of Royal Vancouver Y.C.

► Royal Vancouver Y.C. is giving small boat racing for juniors a much-needed shot in the arm with its new Flattie building program. The fast, sporty (but sometimes wet) 18-footers can be professionally-built complete with sails for $500 and the club believes them an ideal racing boat for juniors. Honorary junior commodore Rae Delaplace and Vancouver's top flattie racer Bonar Davis are behind the new drive. Doug Maitland, skipper of the Six Meter *Kini* is having one yard-built, while naval architect Thornton Grenfell and Jim Vernon are each building one at home. The club is prepared to help with the financing for the youngsters.

With the 1958 World Flattie Championships scheduled for English Bay extra interest will be created in the Flattie In addition to the three new Flatties building for R.V.Y.C. members another four are expected to be built at Kitsilano, long the home of Flattie racing in Vancouver.

► Outboard Boating Club of Vancouver has three members nominated for the commodore's post for 1956; Doug Patterson, Jim McKee and Fred Reyburn. Noel Woodruff is the only nominee for secretary. The club has sent out questionnaires to members regarding taking moorings at the Fisherman's Cove marina in West Vancouver.

► Three new cruisers will be launched by Burrard Y.C. members this year. Ralph Maddison is putting the finishing touches on his 40′ *Janra*, powered with a 235-hp. Kermath. Orville McBride is building a 32′ job powered by a Chrysler Royal. Joe Lister has *San Jolin II* nearing completion. She's a 40′ sedan cruiser with a 165 hp. Gray.

► YACHTING's coverage from this area may suffer somewhat in the next few months. This correspondent has just acquired a partnership in a 32′ cruiser with enough hard work needed to keep him busy for the next year or two. I realize now more than ever how the rest of you feel at the sight of peeling paint and two year's work to be done in months. Happy boating in 1956!

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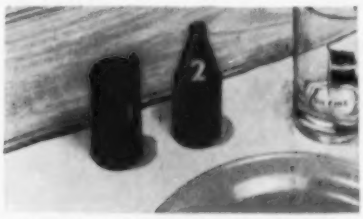

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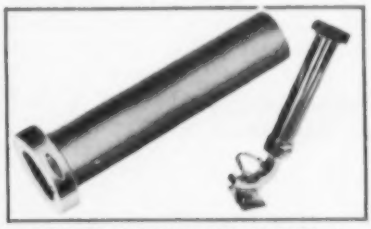

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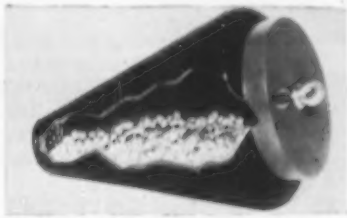

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PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

► Officials of the International Power Boat Assn., sponsors of the annual International Cruiser Race for power boats, in mid-November announced that the 1956 race will be from Port Madison, Wash., to Nanaimo, B.C., with July 14-15 as the tentative dates. The Capital-to-Capital cruiser race in '56 will be a 790-mile continuation of the Nanaimo contest, on to Prince Rupert, B.C., and Juneau, Alaska.

► More unlimiteds: Seattle will have, from all indications, at least three new unlimited hydroplanes for the '56 racing season. Bill Boeing, Jr., plans one, as does W. T. Waggoner, also of the Seattle Y.C., and Boeing Airplane Co. workers plan their own entry. All will be Ted Jones designs, and apparently all will be built by Staudacher in the East.

► Corinthian Y.C. news: Wayne Murray has sold his Six-Meter *Saga* to Capt. Harold Palmer, Tacoma Y.C., in an exchange of boats wherein Murray became owner of the Eight Meter *Intrepid*. . . . Bill Taylor traded his Six Meter *Lulu* to Lake Washington Yacht Basin for one of the new PC sloop kits. Other new PC sloops have been purchased by Dave Wyman and C. Fain Sutter. . . . Conner Gray, Jr., after selling his Blanchard knockabout *Vinta*, acquired Harry Glickman's PC, *Cygnet*. . . . A. W. Canfield is the new owner of *Folly*, Blanchard knockabout formerly owned by Strat Biddle. . . . Don Miller is the new junior advisor of the C.Y.C.; he's a Penguin owner. On Nov. 6, C.Y.C. juniors won the McCurdy Trophy again, beating out Seattle Y.C. and Canadian sailors in a five-race series on Portage Bay. . . . A new "hot rum" series of winter races by the Corinthian Y.C. and Karl Hostetter started Dec. 4, to continue for three weeks.

► Dick Hooper, Seattle Y.C., has purchased the 32′ sloop *Lady Alice* formerly owned by past commodore John A. Soderberg of the S.Y.C.

► When Johnnie Adams of Port Madison goes cruising with his family in his cutter *Africa*, he rigs a baby seat for his youngest from *Africa's* boom, just abaft the trunk cabin, where the youngest Adams rocks back and forth happily. In the glass racks in the cabin, the usual highball glasses are missing, and in their place is a row of formula bottles. Page Darrell McClure!

► Floyd Johnson's Blakely Island development in the San Juan Islands is progressing. Development of two lagoons into a fine new yacht basin starts this winter, and other development work is being accomplished. With no ferry stop there you have to get to the island by plane or boat. The development is near Peavine Pass at the north end of the island.

► Clarence Thayer, Philadelphia, is the owner of the new 63′ diesel yacht building at Maritime Shipyards, Seattle, from William Garden designs. A new 48′ steel ketch also by Garden, will be built in Germany for Jack Faile of Florida; her profile will resemble the old tea clippers. Garden designed also is a new 36′ power yacht to be built in the West Indies for Bruce Wiggins of St. Kitts. Four new Norwegian Pilot Boat type ketches from Garden plans are under construction, one in New Zealand, and three in British Columbia. Two are building at Comox, Vancouver Island, and one at Vancouver, the last one for Ted Stevens. These boats measure 36′ × 32′ × 11′6″ × 5′6″; carry about 700 ft. in their four working sails, and sleep five.

► Russel Rathbone, of Seattle, will have a new fast cruiser this spring, from Les Nelson's yard on West Waterway, Seattle. The Edwin Monk designed boat, 37′ × 11′4″ × 3′, will have twin Nordberg Knights of 155 hp. each; a similar

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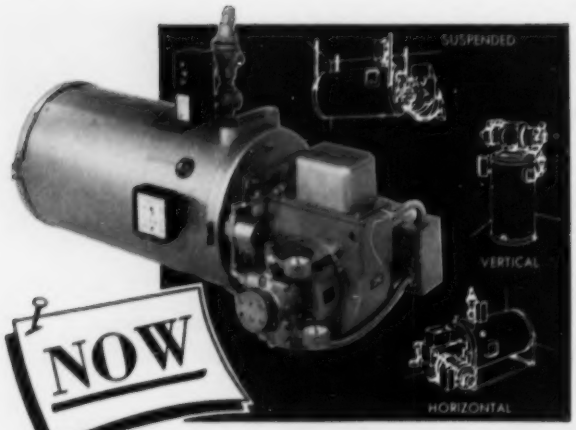

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boat, with single Chrysler Imperial, is building at the same yard for Neil Castner, Seattle. Another Monk design, a 42′ × 12′ × 3′ twin screw cruiser with Chrysler Imperials to give 20 knots cruising is being built at the E. W. Philbrook and Sons, Ltd., yard at Victoria, B.C., for Stan Moore of that city.

► The Port of Everett's yacht harbor, adjacent to the Everett Y.C. clubhouse, has been rebuilt at a cost of $100,000, making it one of the major boat moorage developments in the Pacific Northwest. The new harbor, the same size as old, can handle one-third more boats; 164 cruisers and 20 kicker-type boats. The new development is the first step in a projected investment of $500,000 in pleasure and commercial boat moorage facilities by the Port of Everett. Says Thomas Murray, port manager: "For the smaller ports, moorage seems to offer one of the soundest types of investment."

All of the new floats at the Everett mooorage are joined together wtih a hinge arrangement; all wiring and plumbing lines were built into the new floats. The wave-break was rebuilt to give added protection during heavy blows.

► Cat's-paws: The S.Y.C. has a "cruise-of-the-month" plan for the new season, with a club member in charge of each cruise, and each cruise to a different destination. The object, they say, is "sail and power boat fraternization,"—a good trick if you can do it. . . . The N.W. had an unseasonal freeze Nov. 11 to 13, with some really low temperatures; N.W. sailors accustomed to our mild winter weather, failed to take the temperatures seriously enough, and there were a few frozen blocks and manifolds.

COLUMBIA RIVER RAMBLINGS

By Lawrence Barber

► Pacific Northwest yachtsmen are awaiting the arrival sometime next spring of *Groote Beer*, the fabulous Dutch-built botterjacht which Robert F. Johnson, Portland lumberman, purchased recently from Charles M. Donnelly, of New York. (See YACHTING, October, 1953.) Johnson and his family plan to sail the 55′ sloop-rigged craft from Fort Lauderdale, Fla., through the Bahamas and West Indies to Trinidad, thence across the top of South America to the Panama Canal and up the west coast to Portland, with a stop at San Francisco. The *Groote Beer* (Great Bear) was started for Herman Goering, air marshal under Hitler, during World War II, and imported to the East Coast by Donnelly three years ago.

► W. C. Bauman, of Portland, has had a 54′ Chris-Craft Constellation shipped west by steamer from Baltimore, Md. The owner joined the craft at Algonac, Mich., and cruised through the lakes and Erie Canal to the Hudson River, then down the coast to Baltimore to be loaded on the S. S. *Colorado*. . . . Peter F. Bennsion, Salem, Ore., has purchased the 42′ *Sea Cookie* from T. Dayton Davies, Seattle, and renamed her *Fa-Toss*. . . . *Carmac*, 141′ diesel yacht purchased this fall by Cargo Carriers, Inc., for inspection purposes, was a recent Portland visitor. She was the former *Leonore*, owned by Mrs. G. W. Skinner, Seattle, and was built in 1930 at Bay City, Mich.

► Among the new boats here is *Escapade*, 30′ sloop built by Ed Gove and Jim Annan from plans by William Garden, Seattle naval architect. She was the first of three boats from this design being built locally. The hulls are all glued and nailed strip planking, of 1 1/16″ redwood. Power is a Universal 25-hp. Atomic Four. Pat Higgins and G. L. Nichols are building similar hulls.

► Elwyn G. Craven, Portland, is the new 13th District Coast Guard Auxiliary commodore, succeeding Raymond D. Harting, Seattle. He is a former commander of Portland

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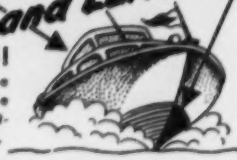

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P.S. Elected with him were Bruce Daly, Seattle, vice comm.; Edward J. Green, Portland, and Edmund C. Bold, Seattle, rear comms. Frank L. Nau, Portland, is the new district operations officer.

► Columbia River Y.A's annual predicted log contest was won by Andrew N. Kullberg, of Columbia River Y.C., piloting C. O. Anderson's cruiser *Norm-Andy* for 1.02 per cent error; with Commodore Julius E. Finke, of Portland Y.C., second, and G. A. Randall, Portland Y.C., third. The Clarence A. Gilmer Trophy event, staged annually by Portland P.S., was won by Manuel Glanz with his *Chastina*, error 1.639 per cent; second, Noel Davis, in *Noel's Ark*; third, Cliff Martin, piloting Jack Sanderson's *Jaxine II*. The Lady Pilots, women's auxiliary of Portland P.S., held their own contests, won by Beatrice Smith, in *Be-Tru*, error 1.719 per cent. Don Ross, with *Shore-Leave*, won the Rose City Y.C. race, with an error of 1.45 per cent.

► Rose City Y.C. wound up its sailing season with its own El Toro championships, won by Tom Green, for men; Ardith Arfmann, women; and Bill Moran, Jr., juniors.

► Elections: EUGENE Y.C.—Victor Walder, comm.; Wilson Jewett, Jr., vice comm.; William Wheeler, sec'y-treas.; Everett Cooke and Virgil Gowdy, trustees. CGA FLOTILLA 73—Joe Marshall, cdr.; Jack Allard, vice cdr.; Harry S. Osbourn, jr. cdr. FLOTILLA 74—W. L. Rueppell, cdr.; Douglas R. Gerow, vice cdr.; Claire McFarlane, jr. cdr. FLOTILLA 77—Floyd Pittard, cdr.; Bob Westcott, vice cdr.; Dwight Didzun, jr. cdr.

► Sellwood district businessmen have received approval of the Portland city engineer's office of plans for a modern small boat launching ramp at the foot of S. E. Spokane Street. Warren Nash, heading the project, will provide two acres of parking area adjacent to the ramp. . . . Tillamook County recently installed a launching ramp on the Tillamook River, with parking area for 36 cars and trailers and a hand-operated crane. . . . Riverside Y.C. has moved into a building at Don Criteser's Oregon City Marina, fitting it up for clubrooms to be occupied until the club can build its proposed home on the Willamette River near Canby. Criteser recently built a small boat storage building at Oregon City.

PACIFIC SURGES

By Len Leary

► Late fall and winter aren't usually the time for numerous arrivals or departures from the islands. However, we are glad to welcome back a repeat visitor from Tahiti, *Varua*, Robinson's 74′ schooner which will be here for several months. . . . The 43′ yawl *Thunderbird* arrived from San Francisco with owner Don Avery and family for a year's stay in our islands. . . . Omer Darr's 136′ *Te Vega* is on her third scheduled run between Tahiti and Honolulu. Louie Valier and wife, plus Dr. Liljestrand and family, are among the local yachtsmen making the third cruise. . . . Jack Randall and his 40′ ketch *Nani* shoved off for several years of scientific survey work among the southern islands.

► Some readers may remember the loss of the 72′ *Carolina*, reported in this column in March of '54. The yacht was entering the new Ala Moano channel in Honolulu when the mishap occurred. The channel had been dredged and marked by the Territorial Board of Harbor Commissioners. In due time the owner of the *Carolina* sued and won his case against the Board of Harbor Commissioners for the loss of his vessel. The court ruled in favor of the yacht owner due to the negligence of the Harbor Board in not notifying the U.S. Coast Guard that the outer marker had drifted out of position.

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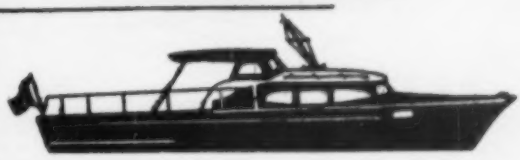

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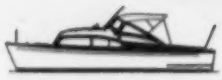

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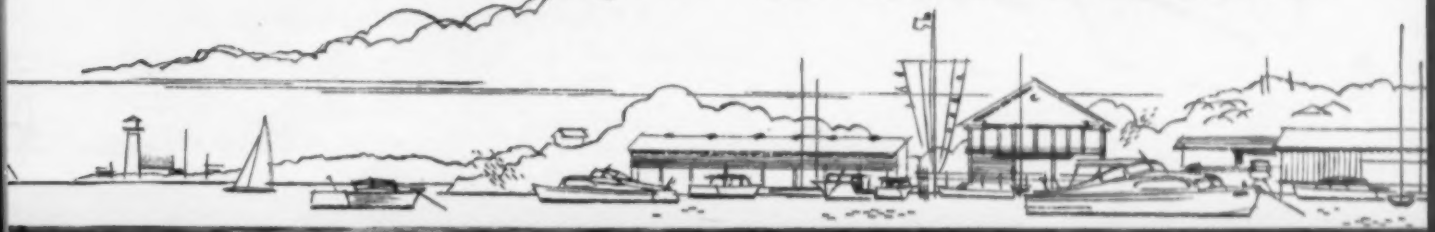

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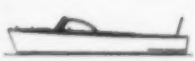
Sportster 22

Speedy... Safe...
Family Day Boat



The open boat . . . comfortable, spacious and ideal for days of gay cruising. Two permanent forward quarter berths... forward hatch of mahogany, amazing stowage space. Fast and tremendously seaworthy with speeds up to 32 miles per hour depending on the engine you select. Ventilating windshield, roomy seats designed to accommodate large families or groups of friends. Super Hy-Plane Hull assures smooth riding performance. Extras include marine toilet, Navy top, side curtains and cockpit cover.

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Outboard models next page

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Handsome, well built outboard fisherman with huge cockpit and hard top for shelter in sun and showers. Two permanent forward quarter berths, plenty of stowage space. Forward hatch of mahogany. Wide stern seat with underneath stowage space. Super Hy-Plane hull guarantees a smooth ride. Extras include side curtains, cockpit cover, marine toilet. Built to carry single or dual outboards.

Rover 22

The Outboard Family Day Boat!

Roomy, comfortable . . . designed for safe family cruising. Two permanent forward quarter berths, lots of stowage space. Ventilating windshield, large seats designed to accommodate the entire family or a large group of friends. Super Hy-Plane hull will give comfortable non-pounding ride. Extras include Navy top, cockpit cover, and marine toilet. Built to carry single or dual outboards.

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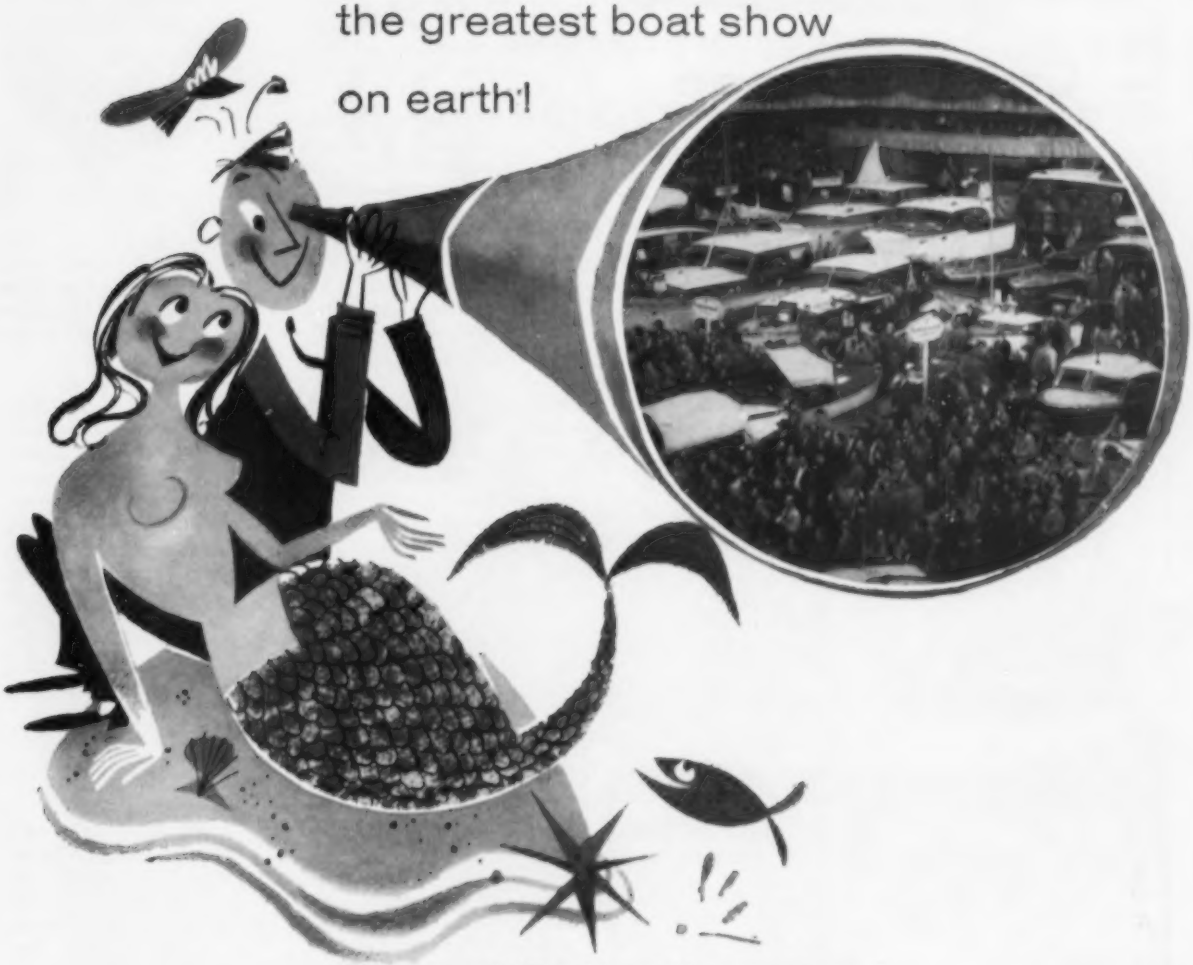

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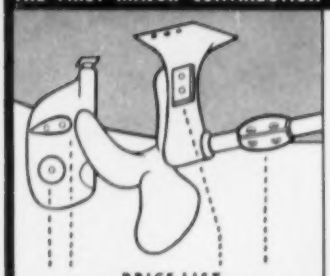

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► Hawaii's yachting interests are ever increasing. Kaneohe Y.C. has opened and dedicated its new $250,000 clubhouse and facilities, which should do wonders for increasing yachting activities on the windward side of the island. . . . Herb Dowsett has plans on the drawing board for a private marina; this also is on the windward side. This will be the first privately-owned marina in the Territory. A little competition to the present monopoly by the Territory on mooring facilities should prove a good thing. . . . On the leeward side the Hawaii Y.C. has secured the use of 28 slips for its member's boats in the Ala Wai Basin.

► The last race of the year for season's points of the Hawaii Y.C. was a blustery affair; winds hit 35 in gusts. Even with a shortened inshore course to give as much protection as possible, there were plenty of "no shows" and DNFs. Slim Lambert's *Altair* won in the Racing Class and Earl Daniels' *Mary Lee* nosed out Pope's *Teeni* by seconds for top place in the Cruising Class. Season's winners were Al Majoska's *PC #60* in the Racing Class and Horace Pope's *Teeni* in the Cruising Class.

► Mystery of the year is what really happened to the *Joyita* and her 25 passengers and crew. A 70' motor vessel used for fishing and trading through the South Seas, she disappeared on a 300-mile run between Fiji and the Tokelaus. Weather was good and no distress signals were heard. A month after her disappearance she was found, a derelict, several hundred miles in the opposite direction from her destination. A large hole was found in her port side. Radios, compasses, food and other valuables were missing. Divers found a seacock opened and her light switches on. All this has led to speculations of piracy or ramming by another vessel. At this writing none of the crew or passengers have been found.

WEST COAST BUBBLES

By Don Wood

► Newport Harbor Y.C's annual 14-mile bank ocean race was greeted with a turnout of 47 entries, but very little wind —and what wind there was proved elusive and vagrant. In a light southerly, the fleet took off on a broad reach up the coast with Howard Ahmanson in *Sirius* out in front followed by Dick Steele in *Odyssey*, George Sturgis in *Jada*, Bud Desenberg in his new Lapworth-designed L-36 *Mistral* and Warren Blinn, keeping the little *Dancer* right up with her bigger sisters. *Legend*, with Chuck Ullman moving her through the fleet, passed all but *Sirius* by the time they reached the first mark and headed out to sea for the next mark (supposed to be located by a large schooner standing by).

Sirius and *Legend* gradually worked well out ahead in some private breezes of their own, and shortly before dark found the flag (but no schooner) 14 miles at sea and headed for home. *Sirius* had about seven minutes at the mark. For the two leaders a fair breeze lasted all the way in, *Sirius* being first to finish about half an hour ahead of *Legend*. With darkness setting in and many of the smaller boats still miles from the mark at sea, it became a navigational race to try to find the small flag. According to the latest reports, the leaders were the only two to find it, except for a few of the little fellows who sat out all night. On corrected time *Sirius* nosed out *Legend* by one minute, two seconds.

► Under the auspices of Los Angeles Y.C. a new ocean race is planned for next summer. This will be a 150-mile windward-leeward circuit starting and finishing at Los Angeles Harbor, with San Nicolas Island the windward mark. This course would actually be a direct continuation of the long-popular Santa Barbara Island race, as a direct line to San Nicolas passes directly through the Santa Barbara Islands. Emerson Spear of the L.A.Y.C. is the man behind this race.

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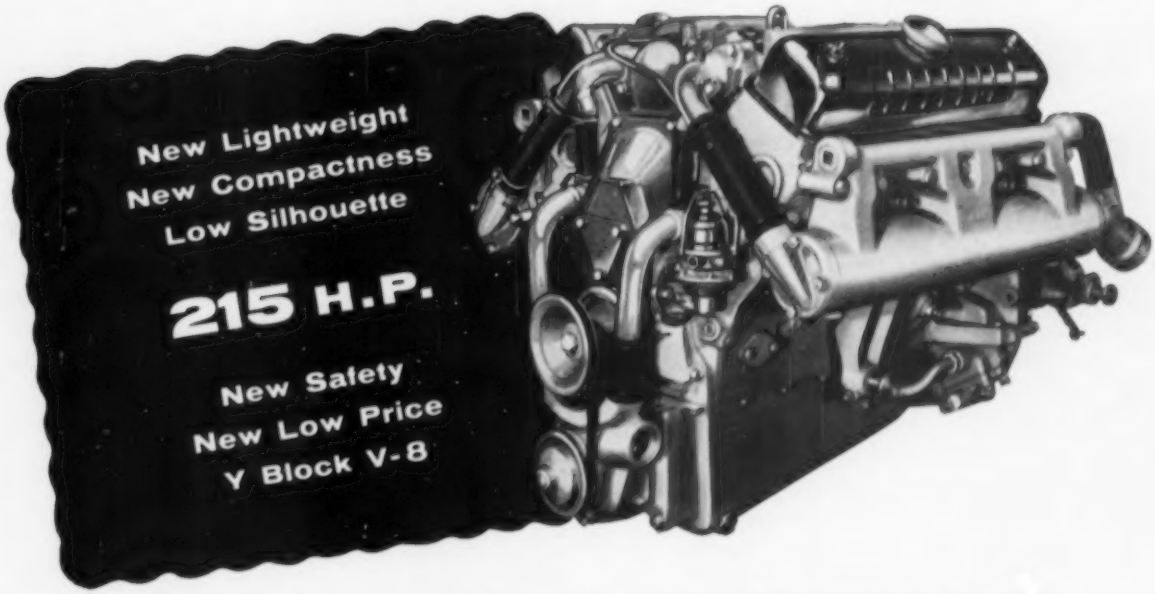

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► Eleven classes turned out for the annual Veterans Day regatta at Balboa Y.C., with good breezes on both the bay and ocean courses. In the ocean racing division Peter Grant's *Nalu II* took all three firsts. Taking three seconds in her first outing was Bud Desenberg's new *Mistral*. Third went to B. G. Levin in *Dorothy E II*. The fast-growing Metcalf Dinghy Class had 12 entries and top competition. The three leaders were Harry Bourgeois, Betty White and Fred Rice. In the Rhodes Class John Kewell's *Firefly* won out over Strat Enright in *Witch* and Leslie Tarr in *Folly*. Other class winners: P.C.–*Patsy Ann*, Jack Toon; Mercury–*Louette*, Chet Wheeler; Thistle–*Flail*, W. R. Dana; Luders–*Geranium*, Ruth Haskell; Snipe–*Tally-Ho*, Paul Hamilton; Lehman–*Bolero*, Bart Henderson; Penguin–*Susie Too*, S. B. Thomas; International 14–*Exterminator*, John Ferrier.

► The Fall Gold Cup series at Newport Harbor Y.C. again brought out a big turnout of entries–but not enough wind on the first day and too much fog on the second. The first day the Stars were the only class able to complete the course, George Fleitz in *Wench V* winning. The next day was a battle in the fog and just a little more breeze (only one race completed of the two scheduled) so most of the series winners were decided by the one race. Again *Wench V* won in the Stars. Almost complete lack of wind and pea-soup fog made an obstacle course of the bay. Winners were: Ocean Racing–*Sweep*, Joe Grant; Rhodes–*Midship*, Connie Wurdeman; Star–*Wench V*, George Fleitz; PC–*Over Anxious II*, John Griffith, Jr.; Luders–*Lost Fortune*, Fred Gledhill; Albatross–*Kelea*, Robert Bogan; Lehman–*Quien Sabe*, Fred Schenck; Metcalf–*Old Plastic Sides*, Pete Frost; Lehman 12–*Dipper IV*, Phil Greene; International 14–*Carousel*, Peter Gales; Thistle–*Farce*, Leight Brite; Mercury–*Maia*, Earl Morris.

► Los Angeles Y.C. didn't have long to wait for another challenge for the Al Adams and Son Challenge Trophy; in fact, two challenges came in within the 10-day acceptance period. L.A.Y.C. accepted the challenge of Lido Island Y.C. with their Island Clipper *Serena*, and named *Nalu II* to defend. Though more clubs are expected to participate, the additional challengers so far are Cabrillo Beach Y.C. with *Akahi*, Balboa Y.C. with *Altamar*, and Alamitos Bay Y.C. with *Bagatelle*.

SAN FRANCISCO BAY NEWS

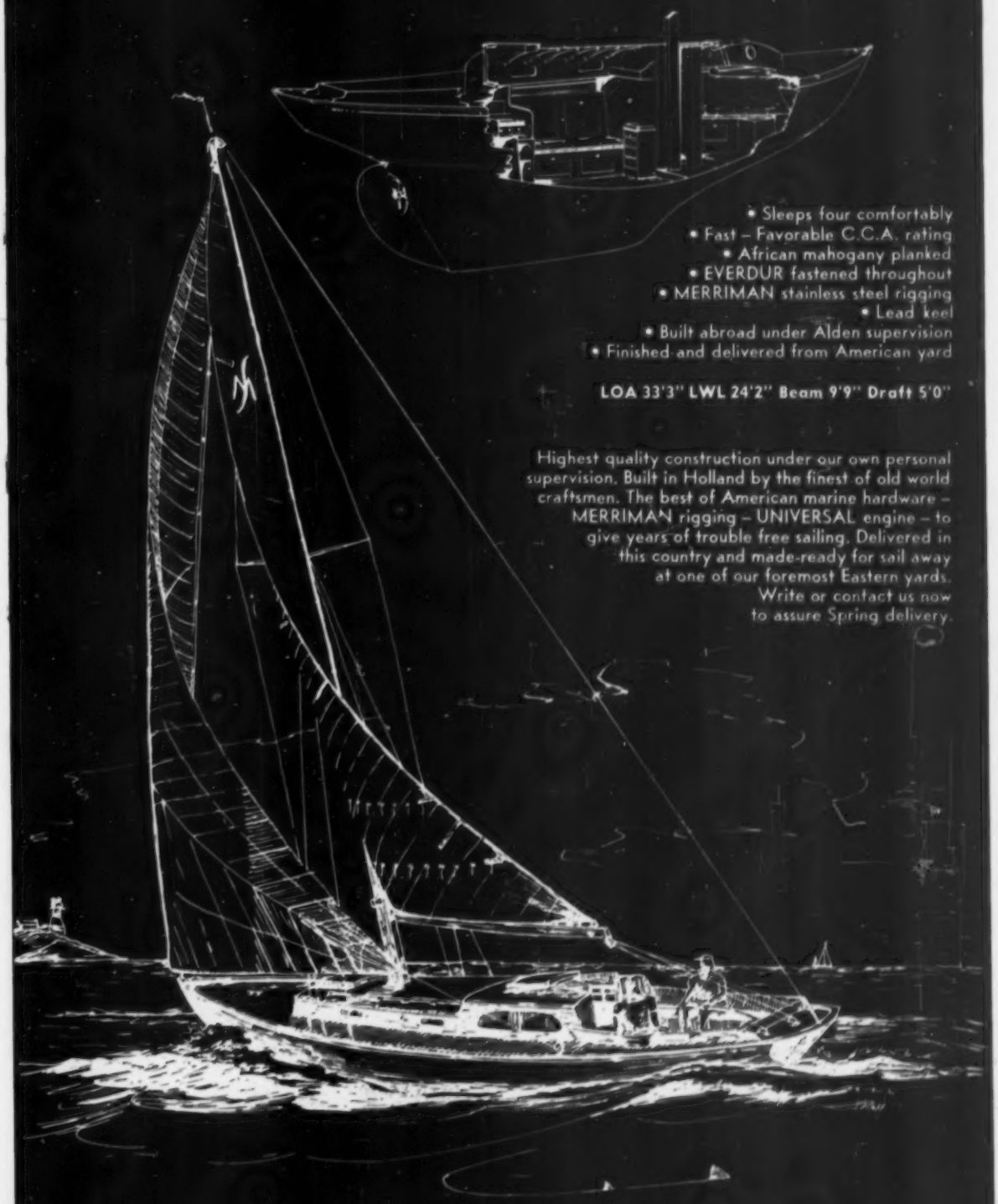
By William A. LaViolette

► First of the sailing races for the Corinthian Y.C. Invitational Midwinter Regatta Series has been run, and despite rainy weather 62 boats competed. The race committee, headed by Boyd Thompson, has laid out eight courses using flags and numbered panels to designate the course to be sailed. The start and finish are off the clubhouse. The winners of the opening race were: Stars–*Ah Fui*, Jack Regan; Acorn–*Scherzo*, Dr. James Hayward; Teak Lady–*Geong Taigoon*, Robert Bos; Windward–*Nightwind*, Allan Johnstone; International Class–*Flirt*, Earnest Brown; Hurricane–*Hanaloa*, Nick Boyd; Golden Gate–*Caprice*, Lansing Egeberg; Bird–*Puffin*, Dick Hyer; Div. 9–*Debutante*, Peter Hurst; Div. 14–*Merry Gale*, Dave Kizer; Div. 15–*Swallow*, Bob Minton; Div. 17–*Norvik*, R. Oakes and G. Engle.

► The City of Benicia has formulated plans for the development of a yacht harbor on the shore of Southampton Bay. The community proposes to use city-owned property as a matching value against funds which will be drawn from California State resources. The project is heartily endorsed by the Pacific Inter-Club Y.A., which is sending its past president to appear before the State Interim committee.

► San Francisco Y.C. held its 86th annual meeting at Belvedere. Comm. Leonard Jones, Jr. was re-elected with

the NEW ALDEN *Malabar Sr.*



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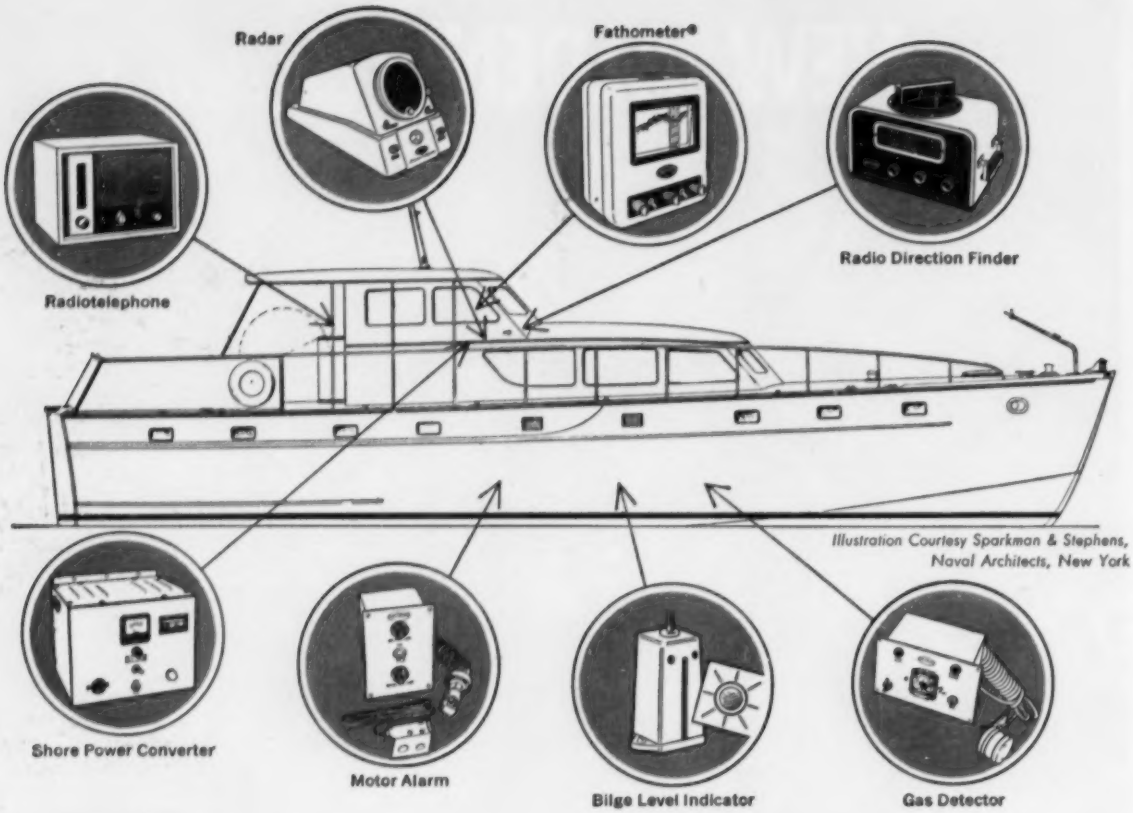

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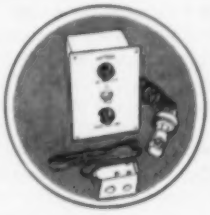

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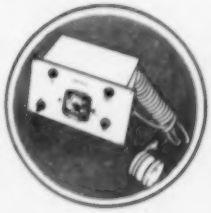

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► Delegates to the Y.R.A. of San Francisco Bay voted in Doug O'Hair as chairman, Art Krause as sec'y, Jack Hedden as treas., with O'Hair, Krause and retiring chairman Richard McCarthy as delegates to the Pacific Coast Y.A. Charles Langlais will continue as representative to the N.A.Y.R.U. with Thomas Short as alternate. Analysis of the year's expenses indicated that continuation of the $8 entry fee will be required. Dick McCarthy sponsored and Doug O'Hair proposed that rule 53a of N.A.Y.R.U. be amended to require, for proper protest form, that a red flag be flown. The program for 1956 includes nine championship races. A new event will be sponsored jointly by the Aeolian, Encinal, Marina Y.Cs assisted by the Alameda C. of C.

► U.S. Army Corps of Engineers has announced the closing of the west navigation channel under the new Richmond-San Rafael Bridge for a six month period. The east channel will be opened permanently.

► Golden Gate Y.C. will have as its officers for 1956 Bob Kelley as comm., R. Carpenter, vice comm., and Dan Regan, rear comm.

► Changes in the channel entrance and inside courses of Tomales Bay have rendered the existing buoy markings false and dangerous. Frank Meyer of the Inverness Y.C. reported that his club has requested the U.S. Coast and Geodetic Survey to replace these buoys, as shown on Chart 5603, in proper relationship to existing depths and waterways. Pacific Inter-Club is voicing a united effort to have this given early consideration.

► Pacific Inter-Club met in San Rafael and were greeted by Vice Comm. Dr. Al Schwarz of San Rafael Y.C. Principal business was the executive council report to amend the By-laws introducing several new features: One is the establishment of an appointive office of sec'y-treas., combining these two departments into a paid position. The Inter-Club, which has grown to include 36 clubs, is now realizing the tremendous devotion to duty performed by John Brison, the late secretary, who served for 16 years. A first and second vice presidents have been proposed, to make a more proper succession to office possible. Opening day for the 1956 yachting season has been established as May 6, when more than 500 yachts will join in the competition for the Claude Benham Attendance Trophy. The Riverview Y.C. on the Sacramento River was admitted to membership in Inter-Club, adding 23 boats and 110 members.

► Sacramento Y.C. will be piloted in 1956 by Gus. W. Jahnigan as commodore, assisted by Edwin F. Weidner, vice comm., and Rubben P. Dobbert, rear comm.

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

► Daniel K. MacBride of Akron, O., was elected chief executive of the Inter Lake Y.A. at its 71st annual fall business meeting at Cleveland, Dec. 3. Commodore MacBride, a small boat sailor, and a past commodore of the Portage Lakes Y.C., has been a working official at Put-in-Bay regattas for years. Frank L. Martin of Detroit was elected vice comm. and Cal Canfield, Vermilion, rear comm.

Other officers elected were: Dr. George Sackett, Mentor Harbor, fleet surgeon; W. Wade Rapprich, Cleveland, fleet capt. and delegate to the N.A.Y.R.U.; Stanley W. Puddiford, Detroit, recording sec'y; Merl Paul, Columbus, sail yacht measurer; A. A. Mastics, Cleveland, historian; Milton N.

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Gallup, Cleveland, chairman, trophy committee; Lester A. Henning, Detroit, registrar; William Nagel, Detroit, delegate to the Y.R.U. of the Great Lakes; John G. Robinson, Cleveland, Fred Weihn, Sandusky, and Leonard H. Thomson, Detroit, delegates to the A.P.B.A.

A new junior sailing regatta will held be at Put-in-Bay the week preceding the annual I.L.Y.A. meet, with eliminations and finals for the Inter Lake junior sailing title and the Commodore F. W. Wakefield Memorial trophy. The winner will represent the I.L.Y.A. for the Sears Cup.

► At the annual Sailors' Night trophy dinner at the Mentor Harbor Y.C. prizes were presented by Commodore Thomas M. Hatch. Dr. George L. Sackett, skipper of the Alden-designed auxiliary *Sesame*, took down nine first place trophies, the greatest number of trophies won by any one member in the history of the club. He won the Falcon and Inter State long distance trophies, the deep water race to Put-in-Bay, the Inter Lake Y.A. series for cruising sloops and cutters, the Tigress and Hukailu trophies, the summer series at Mentor; and was third in the fall series, third in the Roberts Memorial race of the Cleveland Y.C. and fourth in Div. C of the Port Huron to Mackinac Race. However, in his own club Dr. Sackett had to take second place for the auxiliary class championship to Frank White and his N.Y. Y.C. 32 *Tigress* which took the club championship. Past Commodore C. Richard Newpher was the big winner in the International 21 class with his *Mistress*, taking the club championship of the class, the Senora, Cornell and Swetland trophies and a second at the Mentor Harbor regatta. Other big winners in the club races were Willard P. Frisell in Thistles; Henry Verbsky in Lightnings; Stanley Gridley in Highlanders and Prentiss Sawyer in Snipes.

► Clevelanders mourn the passing of Ted Zickes one of the best known old-timers of the South Shore, an active sailor since 1895. He was one of the organizers of the Lakewood Y.C., which later merged with the Cleveland Y.C. He opened the Lakewood Boat Works on Yacht Club Island in 1906 and built a number of Class R sloops. During World War I he formed and managed the Rocky River Dry Dock Co. and built 110′ subchasers and 101′ mine layers for the Navy. In the late '30s he organized the Stadium Yacht Basin of Cleveland with Heny Luebbert and built 136′ minesweepers for the Navy.

► There will be at least six Dragon sloops sailing out of Rocky River next summer. William Upp, John Tucker, and George Ashmun have bought Danish craft and A. A. Mastics, W. Wade Rapprich and Robert Preisell have placed their orders.

► W. Lewis Kershaw, Pat Young and Harvey Busch were the big winners for the season at the Edgewater Y.C., when prizes were presented at the club's trophy dinner Nov. 12. Kershaw, sailing his converted Six-Meter *Madcap*, took 10 first place trophies in the Universal A class. Busch took eight in the Thistle class. Young, in the Lightning Class, sailed *Dark Cloud* to victory in Edgewater and the Cleveland area and competed in the Mallory Cup eliminations as the representative of the I.L.Y.A. Oliver Busch, Harvey's brother took six first place cups in the auxiliary class with *Hornpipe*. Club champion in the Lightning Class was James E. Buchanan and Int'l 21 honors went to E. Walker.

► Club elections—J. Robert Keller is the SANDUSKY Y.C. commodore for 1956, with F. W. Ortman, vice comm. and William T. Heim, rear comm. William Ortman and John Russell were elected directors. LEATHERLIPS Y.C. of Columbus—R. A. Rowland, commodore; Carl J. Cooperrider, vice comm.; H. J. Ritter, rear comm.; Russel Bartholomew, member-at-large; J. Stewart Collins, treas.; Harry Loudenslager, sec'y.

CHESAPEAKE BAY ACTIVITIES

By Malcolm Lamborne, Jr.

► Jim Rider's yawl *Chance*, of the Sailing Club of the Chesapeake, has been declared high point leader of the Chesapeake's cruising class. In rolling up more points in sanctioned races than any other cruising skipper, Rider also won Class B honors for the 1955 season. He and other high scoring skipperss received certificates and trophies at the annual meeting of Chesapeake Bay Y.R.A. in Baltimore. Officers were re-elected for a second term, including Charlie Dell, of Annapolis, as president, and approval given another heavy racing schedule for 1956.

Other high scoring boats for the past season were Tom Closs' *Fun*, As; Carleton Mitchell's *Finisterre*, Cs; Jim Potter's *Duchess*, Deltas; Charles Price's *Proton*, racing division; Stan Ogilvy's *Flame*, Stars; W. H. Fifer's Vanity, Chesapeake 20s; Bob Harwood's *Jim Cap*, Thistles; John and Mary Swaine's *We Two*, Comets; Barney Mead's *Hooligan*, Lightnings; Hugh Wallis' *Shark*, Chesapeake 16s; Mike Phillips' *Opus II*, Nationals; Bob Harrell's *Windrider III*, Hamptons; Dr. Stuart Walker's *Rio Nino*, International 14s; Charles Strausburg's *Tid Bit*, Penguins; George Brown's *Alibi*, Snipes, and Bill Cabell's *Billy Brat*, Moths.

► The cruising class, which has enjoyed a particularly good year, had a number of its boats in the Skipper Magazine invitation race, that 100-mile-long frostbite affair in November commenorating the centennial of the schooner *America's* triumph in British waters. The race from Annapolis to Point No Point and return drew 12 starters and they romped down and back in a cold, clear northerly that piped up to 40 knots. Fastest of them all was Pete duPont's schooner *Barlovento*, winner on both corrected and elapsed time. She made exceptionally fast time of 13:21:41, and finished before midnight of the day of the start.

The Navy's *Highland Light* in command of Comdr. Warren Boles finished only 11 minutes back and wound up in that spot on corrected time. Third was B. M. Dodson's *Renova*, of New Bedford, Mass. The Navy schooner *Freedom*, scratch boat, lost a midshipman overboard a few hours after the start while out in front of the fleet and ripped her mainsail in the ensuing rescue effort. The middie was scooped up by the onrushing *Royono* and the race proceeded, but *Freedom* did not finish until sun-up the next day. Lt. Frank Siatkowski, in command of *Freedom*, conceded afterwards he was in a bit of a hurry to open up a gap on the fleet in the run down the bay, and was setting a spinnaker when the pole fitting broke, sending the middie overboard.

► Potomac River S.A's fall series in Washington was marked by more breeze than usual for that area. Samuel Merrick, in winning the Thistle prize, came closest to a perfect score for the six Sundays; his percentage was .944. Other leaders were Comdr. Dick Reynolds, .887, Chesapeake 20s; Chuck Everly, .794, Lightning; Karl Gerhard, .893, Comets; Jack Lynch, .897, Dusters; Comdr. Len Penso, .917, Penguins; George Brown, .873, Snipes. Prizes for spring and fall series were awarded in December. Receiving special awards was Ben Minor, retiring chairman of the race committee on which he had served eight years, five of them as chairman.

► The Penguin frostbite circuit has been drawing good fleets. One of the best weekends was right after Thanksgiving on the Eastern Shore. The Choptank fleet played host off Cambridge Y.C. the first day. Winner was Bruce Anderson, down from Monmouth (N.J.) Boat Club. Bill Myers from Tred Avon Y.C. was second and Jim Stokes, of Monmouth, third. The following day, off Oxford and the Tred Avon Y.C., Myers won all four races. Roger Brown, another of the visiting Jersey sailors, placed second and Anderson third. . . . Several weeks earlier at the Bush River B.C. frostbite, Charles Strausburg won the series, de-

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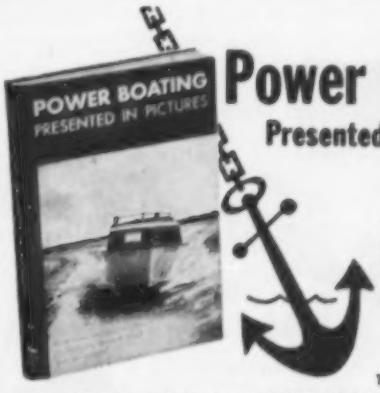

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feating national Penguin champion Runnie Colie, down from Jersey. Helen Roberts, of the host Baltimore fleet, was third.

► International 14s from Bermuda to Canada, 18 in all, raced in the Chesapeake 14s Dinghy Assn. invitation regatta on Round Bay, above Annapolis. Hartley Watlington, of Bermuda won the Ulmer Bowl for the regular series, and Liv Sherwood, of Ottawa, Canada, the Severn Trophy for the long-distance race. In a special team race, Canada won over Bermuda by three-quarters of a point.

► Club-elections: LOWER CHESAPEAKE DELTA CRUISING ASSN.—N. D. Nelms, president; Ray W. Hooker, vice pres.; Mrs. Ray Hooker, sec'y; William R. Bruce, treas. CAPITAL POWER BOAT ASSN.—Joe Palmer, commodore; Frank Racioppi, vice comm.; Paul Price, sec'y; Art McDougall, treas. CAMBRIDGE Y.C.—Stacy Lewis, commodore; Spence Phelps, vice comm.; Amos Creighton, rear comm.; Doug Ireland, fleet capt.; Richard Matthews, sec'y; Sewell Mathews, treas. SAILING CLUB OF THE CHESAPEAKE—Bill Jarvis, commodore; Ben Howard, vice comm.; Dundas Leavitt, rear comm.; Dave R. Owen, sec'y; Dave B. Frey, treas. CORINTHIAN Y.C. of Washington—Carl Hengen, commodore; Bill Wiegering, vice comm.; Lynnwood Cook, rear comm.; Don Holmes, sec.-treas.; Alden H. Sypher, recording sec'y.

FLORIDA TRADE WINDS

By Vivyan Hall

► St. Petersburg's annual Armistice regatta drew a total of 93, with 40 Optimist-Prams from nine fleets almost running away with the show. Douglas Boyer from Bradenton took this big class. Gene O'Connor trailed his Rebel 22 down from Palatka to take the large sail area while King Krippendorf took the small. The Windmills were won by Stan Lowe and the Penguins by Conrad Nixon, both from Sarasota. Wesley Roberts of Tampa took the 110s and Frank Sumner Jr. of Delray Beach the Moths. Other winners, all local, were Bill Mangold in Thistles, Morgan Powell in Lightnings, Arthur Anderson in Fish sloops, Charles Morgan in Snipes, Carol Nichols in Beetles. The breeze was so light on the course off the Municipal Pier that some of the afternoon races had to be called off.

► Popular Lew McMasters took the tenth annual Tampa-Fort Myers Race Nov. 10 with his 36' cutter *Marelen III* for the fourth time. George Pearson's yawl *Celia* was second followed by John Innes' *Gung-Ho* and Ed Spence's *Marbara*. All are from St. Petersburg except Innes, from Sarasota. It was quite a race. With a heavy head wind and sea, six of the 17 entries failed to start and five others were forced out before the finish. McMasters had retired the cup the previous year with his third win and then returned it to the Tampa and Fort Myers clubs as a permanent trophy.

► Chris Erneston of West Palm Beach was the high man in the state championship regatta in the Florida Federation of Outboard Clubs at Tampa Nov. 13. He won the class championships in A stock runabouts, B stock runabouts and D stock hydroplanes. He also scored in other classes for a total of 3065 points. Local driver Charles Lovelace won in B racing hydros; Jack Sellers of St. Petersburg in A stock hydros; James Hammock of Miami in B stock hydros; Dutch Stoessel of Riviera Beach in D1 runabouts. Since this was the first time for the latter class, Stoessel's speed of 36.764 m.p.h. becomes the state record.

► Seventeen year old Carlos Rodriguez, who came from Spain via Panama to attend the Graham-Eckes School at Palm Beach, was the sensation of the eighth annual regatta of the Coconut Grove S.C. Nov. 19-20. Rodriguez sailed his

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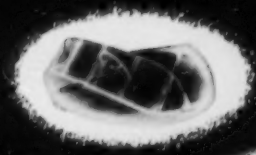

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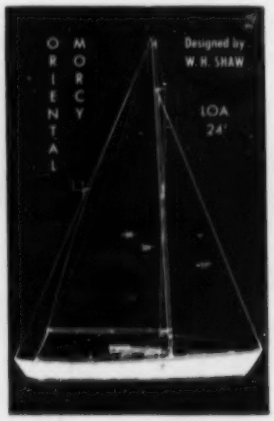

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Miami News Bureau

Start of A division of the Cruising Class race during the Coconut Grove S.C's eighth annual regatta. The winner was Dr. Herb Virgin's "Rebel"

Make Way to win the Florida Junior Snipe title and then swept the open Snipes, all without losing a race—six straight firsts. In the Juniors he was followed by schoolmates Marcia Hartstone and Lucia Guest, a couple of skippers from New England. In the 12-boat Open Snipes, Guest was second and Hartstone third. Herb Virgin's *Rebel* lead the large cruising class and Bill Chandler's *Sprite* the small. Fifteen Lightnings were headed by Dick Bertram and 15 Moths by T. W. McGlamery. Susan Oumansky took the Streeter Trophy in the Optimist-Prams and Mike Ware the Pram consolation. Other winners, all local, included Victor Cribb in Crickets; Harold Hogsett in National One-designs; Frank Kerdyk in Bantams; Bob Halsey in Southeasters; Dorothy Stearns in Bullseyes; Forest Lee in Pelicans; Bill Brothers in sail area; Jerry Gwynn in Suicides; Peter Camp in Comets; William Potter in Tech Dinghies. There were 138 starters in the two day event on Biscayne Bay.

BAHAMA CHANNELS

By Robert H. Symonette

► The Nassau Star Fleet recently acquired two new boats and increased the general speed of the fleet appreciably. Durward Knowles sold *Gem III* to Andy McKinney. Foster Clarke purchased Howard Lippincott's *Cirrus* and Durward Knowles purchased a new Lippincott which he has named *Gem IV*.

In the eliminations for the World's Championship Series, Basil and David Kelly, sailing *Conch*, took one first, three seconds and one third to win the series over Durward Knowles and Sloane Farrington in *Gem IV* by one point. Foster Clarke and Donald Pritchard in *Creepy II* trailed *Gem IV* by another point. In five races, four skippers took daily firsts.

► Snipe Class racing locally has been livened up by the appearance on the scene of a number of Dacron sails. Godfrey Kelly and Godfrey "Tippy" Lightbourn have shared the honors in recent local series.

► *Alpha*, Captain Lou Kennedy, and *Traveler*, Captain Art Crimmins, have rejoined *Lazy Jack*, owned and operated by Fred Whittier, to form the backbone of the auxiliary charter fleet for this season.

► The sixth edition of the "Yachtsman's Guide to the Bahamas" has now made its appearance. The sections covering Eleuthera, Andros and the Exuma Cays south of Galliot, have been revised and enlarged. The Guide, which now runs to 220 pages, is certainly the most up-to-date authority on cruising the Bahamas.

► Bimini Harbour, the inside entrance of which has silted up considerably, was to be dredged again in December to enable a draft of 6′ or 7′ to be carried in safety.

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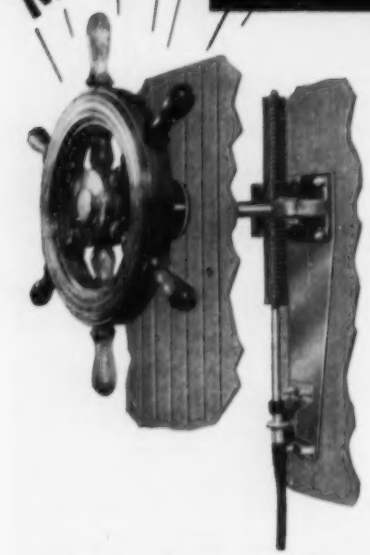

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GULF COAST NOTES

By Gordon Gsell

► The 1956 Mardi Gras regatta, sponsored by the Southern Y.C., and its Lightning fleet, has been scheduled for Feb. 11-12 on Lake Pontchartrain. The date was adopted to give Lightning sailors who are on their way to the Midwinter championships in St. Petersburg the following weekend a chance to stop in New Orleans for a three-race tune-up series and take in some of the city's Mardi Gras festivities.

► William H. Seemann III, just turned 16, was recently voted the outstanding skipper of the Southern Y.C., for 1955 by the S.Y.C. race committee and awarded the Commodore Charles A. Tessier Memorial Trophy. Young Seemann's selection was based on his winning of the Penguin national championships and his outstanding record in interclub and local Penguin competition. He is the youngest S.Y.C. skipper to be so honored and follows in the footsteps of another of the club's youthful champions, Gene Walet. Taking top honors at the S.Y.C's recent Fish Class trophy presentations for 1955 were Gilbert T. Gray, who was awarded the Duffy and Heaslip Trophies for the year's best Fish Class performances, and Burt Keenan who was recognized as the skipper showing the most improvement during the season and presented the Commodore Beard Cup.

► The Bay-Waveland Y.C's St. Louis Bay Penguin fleet will get a shot in the arm shortly with the completion of between 10 and 15 new boats. Expected to be completed by early Spring are Penguins being built by J. Alvin Weinfurter, Don Chamberlain, Edward Heath, William Watts, Charles Breath, Jr., Bruce Sharp, and Harry Chapman.

► J. Alvin Weinfurter, secretary of the Gulf Y.A., has announced that the G.Y.A's annual meeting and regatta will be held at the Biloxi Y.C., May 5-6. This will be the first of a trio of big events scheduled at Biloxi Y.C. in 1956. The Lipton Fish Class championships will be sailed there on the Labor Day weekend and the Penguin nationals will be sailed on dates yet to be announced.

CONTROL POINTS

By M. L. Hersey

► The International Power Boat Assn. consisting of 23 yacht clubs located on Puget Sound and in Canada with one at Juneau, Alaska, has elected new officers for 1956. They are: Pres. Everett G. Henry of Rainier Y.C.; First Vice-Pres. Richard G. McCann of Queen City Y.C.; Second Vice-Pres. Chester W. Swanson of Nanaimo Y.C.; Sec'y. Robert E. Landweer of Seattle Y.C. and Treas. Harold D. Fowler of Maydenbauer Y.C. . . . Commodore Henry reports the 1956 140-mile International Race will start July 14 and will run from Port Madison on the Sound to Nanaimo B.C. with five control points. The contestants will be assigned to five classes according to speed. A sixth class, started last year, will be restricted to outboard cruisers. . . . The bi-annual Capitol to Capitol event, under the chairmanship of Frank Morris, will start where the International event ends at Nanaimo and run to Juneau, Alaska, 790 miles. A turnout of not less than 15 yachts is expected for this nine-leg event, probably the longest in the world.

► At the southern end of the Pacific Coast, new flag officers for the Southern California Cruiser Assn., elected by representatives of the 13 member yacht clubs, are: Comm. Wilson A. Ferris, Vice-Comm. R. E. Cassell, Rear-Comm. Hollis A. Strait and Sec'y-Treas. Carl W. Moore. . . . During the past season each member club sponsored a predicted log contest with the association aiding in wroking out the details. An all-club regatta was conducted by the assiciation, for the Donaldson Trophy. . . . A new piece of silver-

ware, the Edward Bathke Trophy, has been added for the novice who accumulates the most points for the season. The C. King Brugman Trophy is the high point prize for all contestants.

► In a summary of results for the past season, Commodore William J. Beck of the Northern California Power Cruiser Assn. reports that, in its third year of predicted log racing, 18 yacht clubs were represented by 111 contestants. The high point winners for the season were: B. S. Gardner in *Hog N NOG V*, 3869 points; L. O. Carroll in *Dory Lee*, 3729 and third, B. N. Carrick in *Barlu*, 3602. Class winners were: B. S. Gardner in Class A with 2243 points; A. Rembold, Class B in *Sharmel*, 1684; Class C M. J. Gentilly in *Quo Vadis*, 1627 points.

► Rear Commodore Anson G. Hoyt of Eastern Cruiser Assn. has been in communication with Commander William N. Taylor of the Canal Zone Pacific Squadron regarding rules and procedures for starting predicted log racing in that area.

► Official announcement that Elias Kalil, of Manhasset, L.I., was the winner of the Herbert L. Stone Trophy for his outstanding record in predicted log cruiser contests for the 1955 season was made at the American Power Boat Assn. meeting in New York Dec. 9.

LONG ISLAND SOUNDINGS

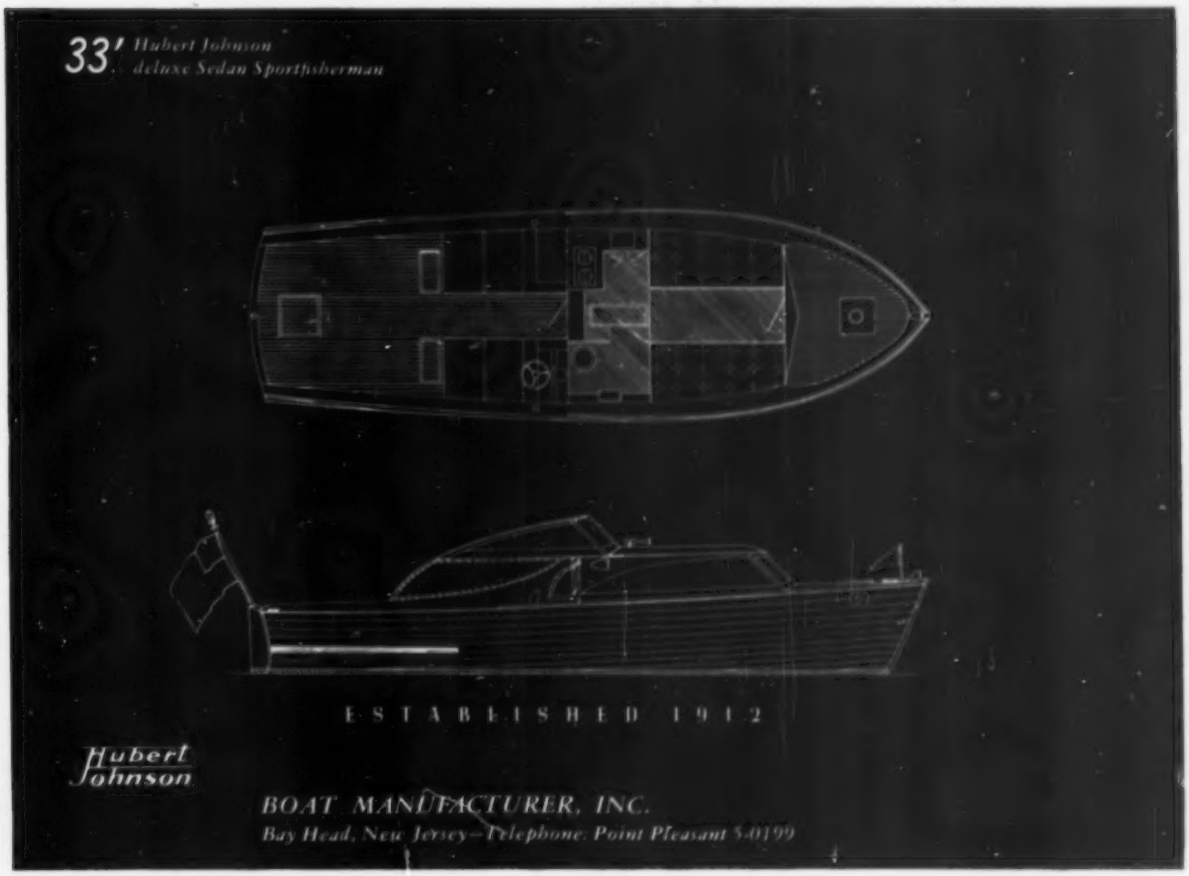
By William H. Taylor

► May the wisdom of Solomon descend upon five members of the Y.R.A. of Long Island Sound! They'll need it! They are James M. Trenary, chairman; VanWyck Loomis, representing the Atlantic Class; Fred Fisher, S Class; Owen Torrey, Stars; and James Mertz, 210s, who constitute a committee appointed to decide which of those classes will start ahead of which in the regattas next year, and if possible forevermore.

This problem, involving these and/or other classes, has been plaguing the Y.R.A. for the 28 years this reporter has been observing Sound regattas. Last year's order was S-Atlantic-210-Star, and various other combinations have been tried. None has kept them all apart, despite the five-minute intervals between guns. When it's light the Stars and S boats outsail the others; when it blows the 210s and Atlantics outsail the Stars and Ss. Whatever the weather, the top skippers in each class sail up into the middle of the fleet ahead and the poor skippers sag back among the leading boats of one and often more classes that started later. Statistical studies of times made in races for several years past have proved exactly nothing. The Lord be with you, gentlemen! Whatever you decide, you'll be damned by practically everybody concerned.

► Another Y.R.A. committee, of Arthur Davis, Sam Barton and Ned Anderson, is working on another toughie—how to build up participation in the Handicap Class in Sound regattas. Once one of the Sound's best classes, changes in the make-up of both the Handicap class and the fleets in general have resulted in few Handicap starters in the Y.R.A. regattas although the Handicap Class enrollment is large. Years ago, Handicap boats were mostly outbuilt rating class yachts, with an occasional orphaned one-design. Now they're mostly cruising boats, and typical light wether Sound afternoon races just aren't their dish. Different starts, different courses and other possibilities are being explored. Where it all ends, knows nobody.

► Elections: COLONIAL Y.C.—Morton Lane, commodore; Mack Klosty, vice comm.; Philip Skalet, rear comm.; Nor-



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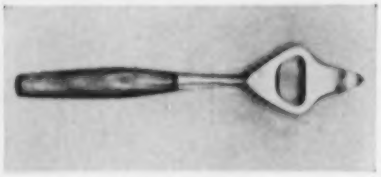

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► We don't know to whom Bob Fraser will award all the special honors, titles and trophies at the Frostbite Annual meeting on New Years, but we venture to predict that one distinguished citizen who won't be overlooked is Arthur Knapp, the practically-perpetual champion of the Larchmont Inter-Club dinghy class, who finally got careless and capsized in a race Dec. 4. 'Twasn't blowing much, either. . . . Anyone owning one of the Nick Potter-designed B-one-design dinghies and willing to part with same is urged to get in touch with Glenn MacNary at Manhasset Bay, where the fleet wants to expand if it can find some more boats.

► Henry Sears was re-elected commodore of the New York Y.C. at the annual meeting Dec. 15, with J. Burr Bartram, vice comm.; George R. Hinman, rear comm.; Walter H. Page, sec'y; deCoursey Fales, treas. Committee chairmen elected were: membership, Clarence H. Young; race, John S. Dickerson, Jr.; racing appeals, W. A. W. Stewart; house, V. Adm. F. E. M. Whiting, USN (ret.); library, Harold H. Kynett; model, Drake H. Sparkman. Club measurer is Robert S. Blumenstock.

DOWN EAST

By Jerry McCarty

► Members of the Kennebec River Power Squadron have been granted 24 aids to navigation in the Kennebec River area out of 138 items originally requested of the Coast Guard. Nine lighted buoys, one unlighted buoy and 14 lighted shore structures will be installed as soon as funds are available, probably not before the spring of '57.

► New officers at the Bucks Harbor Y.C. include John A. Merriman, comm.; Arthur Fairlay, vice comm., A. J. DiGozzold, rear comm., Edward Earle, treas., and Mrs. Marbret Smith, sec'y. . . . At the Wiscasset Y.C. members elected Lawrence A. Averill, comm., Richard King, vice comm., Andrew Wilband, rear comm., Mrs. Bee King, sec'y; Stanley King, treas. Brewster Doggett, Walter Dodge and Leslie Smith were named trustees.

► For the first time in a number of years the firm of Hodgdon Bros.-Goudy & Stevens of Boothbay Harbor will build two auxiliaries this winter. The first is a 43-footer designed by Sparkman & Stephens of New York for Hinsdale Smith, Jr. of Suffield, Conn. The other is a 43'8" design by William Tripp, Jr., for John T. Vatis of White Plains, N.Y. Both will be yawl rigged. The Vatis boat will have a double-planked Honduras mahogany hull and a 7300 lb. keel, and is scheduled for next summer's Bermuda Race.

► The Mt. Desert Yacht Yard has delivered British-built Amphibi-Cons to George Howland of Marion, Mass.; Keith S. Macey of Cleveland, Ohio; and Edward Dewey of Corpus Christi, Texas. The yard has also shipped some semi-finished hulls to Jack Neill of Philadelphia, H. B. Perry of Boston, W. T. Leavitt of Boston and Dr. Byrne of Milwaukee, Wis. An Amphibi-Con kit has been purchased by the Stockbridge School, Stockbridge, Mass., for a shop project.

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A Controversy 36 has been imported from Holland for Robert Foxon of Quincy, Mass.

► Bob Rich's Bass Harbor Boat Shop on Mt. Desert Island is building a 32′ motor sailer for Carter Patten of Tennessee, from a design by Cy Hamlin and Farnham Butler. Rich also plans to build three twin-screw sport fishermen. . . . Sim Davis's shop will build three sailboats and two power cruisers this winter. . . . Norm Bouchard is building a 38′ cabin cruiser for John Fortmeyer of Brooklyn, N.Y. . . . Ronald Rich of Southwest Harbor is building a 26′ sport fisherman for Gordon Howland of Plymouth, Mass.; mahogany-planked, Everdur fastened and powered with a 125-hp. Graymarine.

► Herbert Baum's shop at Kennebunkport has delivered a 44′ cruiser to Arnold D. Stambaugh of Youngstown, Ohio. Design is by Dwight Simpson Associates of Boston. Named the *Keeptryn*, the new cruiser is 12′6″ beam and draws 3′6″. Power is twin GM diesels of 87 hp. each.

► Henry R. Hinckley & Co. of Southwest Harbor has shipped a new 40′ Hinckley-Owens cutter by rail to Gould L. Eddy of Sierra Madre, Calif. She is built to the finest specs throughout.

MASSACHUSETTS BAY FLASHES

By Leonard M. Fowle

► George Boston, former Harvard and Boston University athlete, who left Swampscott July 12 on a single-handed cruise in the tiny but sturdy home-built ketch *Fiddlers Green*, was reported at Palma on Mallorca in early November. Boston, who had stopped at the Azores and Gilbraltar, planned to shove off again in December towards Suez and the East.

► The North American Y.R.U's appeal committee has handed down a decision, which strengthens the rights of the inside boat at a mark, in sustaining previous rulings of the Eastern Y.C. and the Y.R.U. of Massachusetts Bay. The decision removes the last obstacle to declaring John and Weston Adams' *Snooky*, champion of the Marblehead 210 Class for 1955, although *Snooky* was not involved in the protest.

► In addition to the regular open championship racing at Marblehead engage, the Town Class has a super, overall title series, which embraces, also, Sunday morning and twilight competitions. Nearly 60 races are included and the new champion is Louis Pocharski's *Spook*, which did not miss a single contest. Two other special prizes were awarded for the full season's racing: to Edward Carroll's *Del Amo* for the best performance by a skipper racing his first season and to Richard Booma's *Scodi* for the greatest improvement over 1954.

► Further returns on the Boston Bay interclub racing: Added to the list of champions is Ralph Younie's *Alpha* of the Snipes. . . . The official Indian Class figures show Joseph Alberti's *Nahma*, in winning the class title, scored a .790 to .760 for Paul Kennedy's *Cherokee*. . . . Final figures gave the Ed Earle Memorial Trophy to veteran Charles Graf's *Tioga* by 40-38 points over *Nahma*.

► The Lynn Y.C., founded in 1870 and among Massachusetts Bay's oldest, will have a new clubhouse in 1956, a fine building, overlooking Lynn Harbor and Broad Sound, to replace a Victorian structure which was a casualty to modern highway construction.

► A very successful 1955 racing season was held by the Manchester Y.C., which under the successive commodore-

ships of U. Haskell Crocker and Sherman Morss has become more active than at any time since the mid-20's. Three racing classes were active with Edward Sturgis Jr's *Leading Lady* taking the Two-Ten crown though yielding the Early Wednesday series to Mrs. William English's *Royal Straight*, the late Wednesday to Elizabeth Hood's *Neried*, the Sunday to Crocker's *Crocodile*, and the early Saturday to veteran John S. Lawrence's *Squaw*. The 110 titlist was Roger Hooper's *Thumbs Up*, but *Zeester*, sailed in two by Jerry Van Derpool and in one by Sally Vance, took three of the six series for the class. Doran Donovan was the Penguin titlist with August Meyer and Tony Davies each winning a series.

► The Schools Sailing Club's successful fall season culminated with the semi-annual championship regatta on the Charles River Basin at M.I.T. In the junior school division, 12-year old Linda Hogan, sailing for Mount St. Timothy, won the M.I.T.-Schools S.C. Trophy by 23¾ to 22½ points for Stephen Lewenberg of Wellesley's Warren School. . . . After a stiff battle from Marblehead High's Polly Hogan and Tabor Academy's Bobby Crocker, Corbett Walsh, Jr., of Roxbury Latin, with 36¼ to 34¼ and 32½ respectively, retained the Alain deBerc Trophy.

► Club elections: HINGHAM—Alfred R. Shrigley, comm.; M. Tucker Curtiss, Jr., vice comm.; Frederic M. Cowperthwait, Jr., rear comm.; Gerhard F. Bleicken, sec'y; Clayton W. Schwenk, treas. PALMER'S COVE—Roy Harnois, comm.; Ernest Ruest, vice comm.; Lester Finn, rear comm.; Louis LeBlanc, sec'y; Frank Bourque, treas. SALEM WILLOWS: John Harrison, comm.; Albert Wentworth, vice comm.; Wilbur Dobbins, rear comm.; John Rikkola, sec'y; Ralph E. Hobbs, treas. MANCHESTER HARBOR—Cecil Lockwood, comm.; Louis Reneri, vice comm.; Alva Burchstead, sec'y; Albert James, treas. QUINCY—Lester M. Clark, comm.; Charles Romano, vice comm.; Robert S. Booth, Jr., rear comm.; Alton K. Ferguson, sec'y; Robert S. Booth, Sr., treas.; C. Willis Garey, measurer.

SOUTHERN MASSACHUSETTS

By F. C. Gray, Jr.

► Of interest to all the racers of cruising boats in the area is the purchase by Seabury Stanton of the ocean racing yawl *Caribbee*. At the moment she is being fitted out at Trumpy's yard at Annapolis and will be taken to Ft. Lauderdale by her skipper, Tom Waddington, for the winter. Mr. Stanton will keep her in Padanaram when she returns in the spring and she will fly the New Bedford Y.C. burgee. In 1952, after competing in the Bermuda Race, the 58′ yawl raced to England, completing the 2870 mile crossing in a little over 21 days to win in her class. Mr. Stanton expects to race her locally and is making no statements about any ocean races until after he has become familiar with her. We wish him the best of luck and are delighted that the N.B.Y.C. has such an addition to its fleet. Mr. Stanton formerly owned a New Bedford 35 and is a keen and constant competitor.

► A new chart, No. 263, has just been issued to replace Nos. 297 and 345. It covers the area from Robinson's Hole to Cuttyhunk Harbor.

► Under construction for the New Bedford, Woods Hole, Martha's Vineyard and Nantucket Steamship Authority is the largest vessel built for service in New England waters in over 20 years. The new passenger-vehicle-freight steamer, 229 feet o.a., will carry 50 automobiles and up to 1200 passengers at greater speed than her predecessors and will reduce running time between the islands and the mainland.

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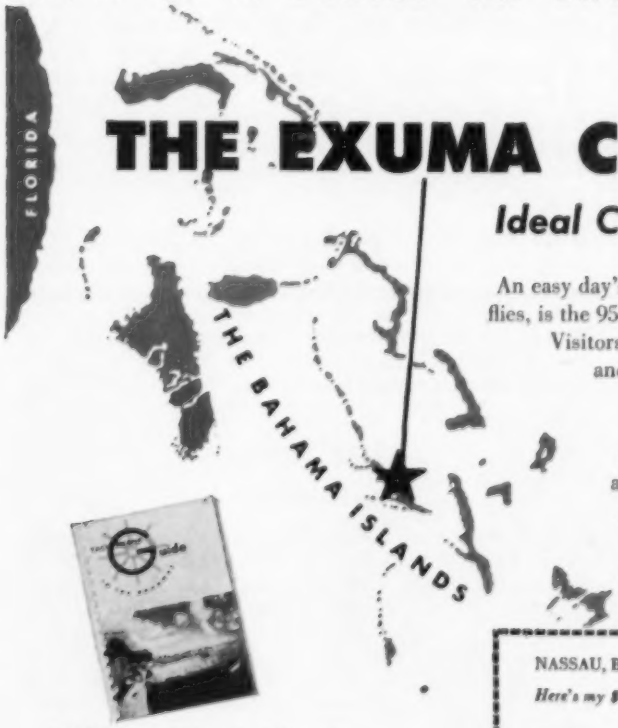

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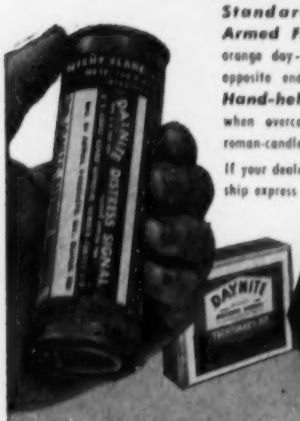

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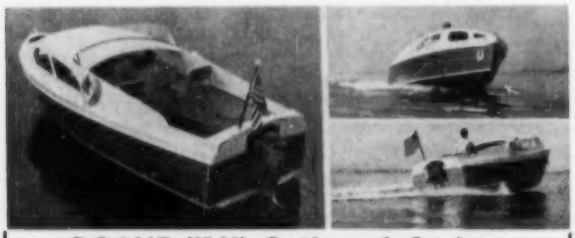

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NARRAGANSETT BAY GOSSIP

By John Maynard

► The rejuvenated Bristol Y.C., with headquarters now on Poppasquash Point, is embarking on an ambitious junior sailing program that, it is hoped, will become a pilot program for other clubs on the bay. A club member has purchased ten 15-foot Mercury sloops and will lease them to the club next summer as trainers. The club has polled its membership and found that at least 65 youngsters are interested in sailing instruction, and it expects to hire a competent sailing instructor and charge about $50 a season for lessons. The Mercuries will also be used for racing by adult members.

► Frostbiting was about to be revived on Narr. Bay as this was written. Fred (Brum) Holt, Sam Everett and Russ Lundstrom, all former devotees of the winter sport here, were busy contacting owners of Dyer D's and urging them to campaign them. Prospects seemed good for at least half-a-dozen active participants. The frostbiters will return to Bristol, scene of their original endeavors in the '30s.

► Brown University skippers capped their most successful Fall season in 19 years of dinghy racing by winning the fall championship of the Midwestern Collegiate Sailing Assn. The Bruins' Tom Hazlehurst and John Quinn, both former junior champions of Narr. Bay, piled up 205 points to 180 for Ohio State, the runner-up. Michigan was third with 179. The three-day series was held over the Thanksgiving weekend at the Belmont Harbor Y.C. in Chicago. The Bear skippers won 10 major regattas, placed third in two others and fourth in another.

► Bill Dyer's Anchorage in Warren recently delivered one of its 29′ Fiberglas sports fisherman to Richard Riegel in Antigua, B.W.I.. Three others have been contracted for. The firm has also shipped six International 12 dinghies to the U. of Maine at Orono and has built a 19½′ version of its Glamor Girl for the motorboat show in New York.

► John White, Long Island Sound star sailor, has moved to Barrington and joined the Narr. Bay cruising ranks. He has *Colliwog*, the 31′ Arthur Payne-designed cutter owned formerly by Ernest and then Colin Ratsey. Her new name? *Shucks*, of course. Another addition to the Barrington cruising fleet is Frank Field's 36′ Casey cutter, *Ebb Tide*.

► Elections: NARR. BAY Y.A.—Ralph C. Potter, of Edgewood, pres.; Francis deWolf of Bristol, VP; Prescott Gustafson of Barrington, sec'y; Gerritt Sanford of Coles River, treas.; Tim Walsh of Rhode Island, race records sec'y; Preston Gladding of Barrington, measurer. NARR. BAY INDIAN CLASS—Ed Page, president; Pete Nielsen, sec'y-treas.; Charles Read, measurer; Charles Laroue, race records sec'y.

JERSEY JOTTINGS

By Bill Robinson

► In all probability, there will be a new climax event to the sailing season in Northern New Jersey in 1956. At its third annual meeting, the North Jersey Y.R.A. all but put formal approval on a new general regatta for all sailing craft in its 10 member clubs as part of the campaign next summer. The meeting, held at Raritan Y.C. Nov. 18, set the wheels turning toward making this plan a reality, with a final decision to come at the next meeting of the Executive Committee this month.

The regatta would have a championship series of three races over a weekend, probably in late August, for all classes producing three or more boats at the starting line. There would also be handicap divisions for day sailers and cruising

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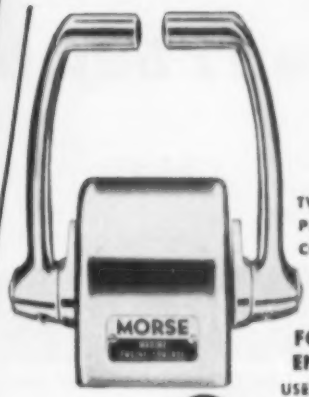

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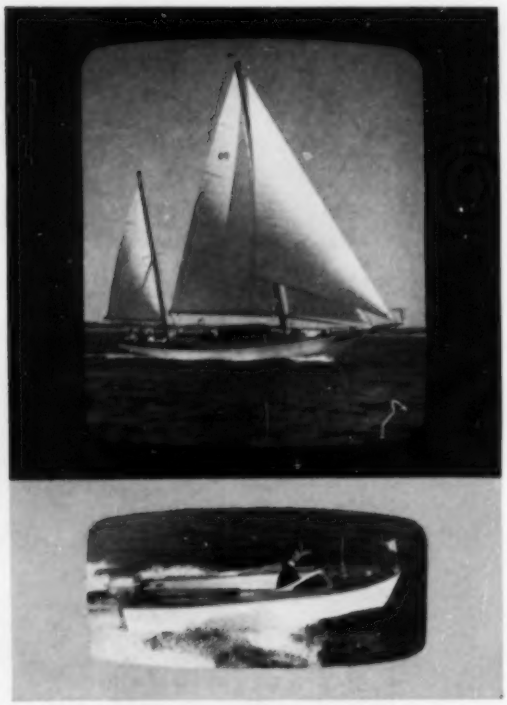

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auxiliaries. This event would expand N.J.Y.R.A's activities beyond the present concentration on sponsoring eliminations for the N.A.Y.R.U. national championships. Raritan Y.C. has bid for the event, and is likely to wind up as the host club. N.J.Y.R.A. officials hope to combine the event with Barnegat Sailing Squadron's annual racing rendezvous weekend in Sandy Hook Bay.

► Commodore Randall M. Keator of Monmouth B.C. was re-elected as was his clubmate June Methot to the secretary post. The rest of the staff is new: Wes Osborn, Green Pond, vice-comm.; Dave Brett, Lake Hopatcong, rear-comm.; Tom Munro, Lake Mohawk, treas. . . . N.J.Y.R.A .is also considering holding its women's championship in simple, two-crew boats to boost the entry, held down through lack of spinnaker crews in recent years.

► Although January is not a time for immediate worry, the New Jersey State Dept. of Conservation and Economic Development points out that the new system of marking being installed by the Coast Guard in the Intra-Coastal Waterway may lead to trouble. The Coast Guard, working for the Army Engineers, has taken over from the state and is abandoning the old stake marker and lighted beacon system in favor of much less frequent day beacons.

► Jerry Gasque, promoter of the annual Jersey Coast Boat Show at Asbury Park, says that the third one Feb. 18-26 has already exceeded its predecessors in demand for space in the Convention Hall. A feature of the show will be the actual construction of a Jersey sea skiff.

► Tri-Count Outboard Club, which sponsored planned cruises and outings for outboard owners in Somerset, Union and Middlesex Counties last summer, is continuing its activities ashore in the winter. It sponsored a kit-boat symposium and construction demonstration in Plainfield Nov. 28.

► Raritan Y.C. is narrowing the ever-closing gap between sailing seasons in New Jersey by holding an open Penguin regatta Jan. 29; the first time there has been any formal activity in that month in the state.

► Monmouth B.C. ran the season through November with its Reussille Bowl series for Penguins, which was won by Bruce Anderson. Trailing were Dave Wilson, Carl Schwenker, Roger Brown and John Schwenker, of the host club, Jim Urner of Bay Head and Jim Carson of Metedeconk. Dave Kingston, Shrewsbury S. and Y.C. won the M.B.C. fall Comet series.

GREAT SOUTH BAY BREEZES

By Eugene V. Connett

► Captain Henry Post has bought the schooner *Golden Eagle*, sister ship to Hervey Garrett Smith's *Morning Star*, except for her rig. We have no word as yet about a new owner for Henry's well known bugeye *Macy II*.

► The South Bay Cruising Club elected a new slate of officers Dec. 3 at their special meeting in West Islip. The new commodore is Henry A. V. Post; vice comm., Merritt Smith; rear comm., Jack Held; sec'y, James Swan; treas., Lansing T. Dupree; governors, John F. Young, Hervey G. Smith, William Cain, Macklin Boettger, Richard Thall, Fred C. Eggerstadt, and Dr. Marston L. Hamlin. Committee chairmen are entertainment, Edward F. Dannemiller; handicap, John Beinert; cruising, Robert Lawrence. Fleet captain is Robert J. Tarr; fleet surgeon, Dr. William G. Hansen. Commodore Post reports that because so many races were held in unusually light weather during 1955, the club's handicap system was thrown out of whack. No doubt John Beinert and his committee will come up with a new list of handicaps before the coming season.

SPEEDBOATING WEST

By Bob Ruskauff

► When Regions 11 and 12 hold their annual session to adjust their combined master calendars, probably in Fresno this month, it appears there will be assured the nucleus of a circuit involving the Gold Cuppers, 7 litres and other restricted inboard classes. Dates are set for Oct. 13-14 at Lake Mead, followed Oct. 19-22 at Salton Sea.

► Dr. William Schiefer, San Diego (first home in the 1953 Colorado River 115-mile stock marathon), succeeds Tommy Thompson as 1956 Region 12 chairman, with Ella Jackson secretary. Vice-chairmen are Kenneth Wade, inboards; Jack Gouldstone, racing outboards; Cecil Loomis, Stock Outboards.

► In Region 11, John Alden, Oakland, succeeds Henry Wagner as chairman. Nell Holloway, Oakland, is 1956 secretary-treasurer. Vice Chairmen are Gene Souza, inboard and Ernest Viola, outboard.

► Still yoked to their duties following Nov. elections, are the headmen of two prominent southwest racing groups:

Elected in absentia while timing trials of Don Campbell's *Bluebird* on Lake Mead, Kent Hitchcock of Newport Beach will again serve as Southern California Speedboat Club commodore. His wife, Peggy, was re-elected secretary. New officers are Bill Guasti, vice commodore; Bob Willis, rear commodore; Paul Humphry, treasurer. Kenneth Gilbert and Johnny Junkins are also board members.

Plus installation fete, M.C. Red Wilson presented the Hitchcocks, as a husband-wife duo, the Bob Corbett Outstanding Achievement trophy in SCSC's Nov. 26 annual dinner-dance in Inglewood.

► In Jan. 10 installations, Jack Gouldstone, Inglewood, will again take the helm of Los Angeles Speedboat Association. Gene Mavis will be vice commodore, Dorothy Jeans, r.c. and Adeline Ingalls, press chairman. Eve Drake, Huntington Park, becomes secretary, succeeding Doris Holder, resigned after 14 years. The ladies' auxiliary, strong LASA right arm, will have a president, Jeanne Sloan, Torrance, and Betty Roe, Los Angeles, is secretary.

► Jack Corner was elected to succeed Dr. William Schiefer as 1956 commodore of San Diego's Pacific Power Boat Club Nov. 25, with Sles Foushee, vice commodore; Louise Foushee, secretary and Nerna May, treasurer. Sub-chairmen are Walt Kalben, inboard; John Toprahanian, outboard; Norm Kiar, stock outboard.

► The west's swan song racing outboard meet for 1955, conducted by Pacific Power Boat Club, lured 65 boats in eight fleets to San Diego's new "flood control" course, Nov. 14. The spot is similar in shape, but possibly ⅔ larger than Long Beach's widely-known Marine Stadium and has fine possibilities. Winners emerging from the prop-wash, all Californians, are:

HYDROPLANES—C-Service, Yorio Aoki; F. Chuck Parsons; C, Tommy Ingalls; A, Bob Burnett; B, Keith Sorenson; M, Craig Spencer. RUNABOUTS—C-Service, Henry Wagner; C-racing, Wagner; F-racing, Chuck Parsons.

► What may prove a record string of APBA-sanctioned meets has been going with increased success since Nov. 5, on a 13-Sunday "booking." We refer to the Speedboat Rodeos of stock outboards on Lake Los Angeles, Venice, Calif.

Two or three classes race each meet on a staggered basis. Each meet gets 2 hours T-V time, Station KTLA.

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ON COLLEGE CHARTS

By Leonard M. Fowle

► For the first time since 1950, when the event became the New England I.S.A. Team Racing Championship, M.I.T. won the Fowle Trophy this fall with Commodore Nick Newman, Bill Stiles, Dick Mateles, Jim Barker, and Johnny Marsland as Tech skippers. The finals, started Nov. 12-13, had to be concluded Nov. 20 on a Charles River Basin whipped white by a northwesterly gale.

The first round went according to Hoyle as Coast Guard over Holy Cross, Brown over Tufts, and M.I.T. over Northeastern won in straight races, 2-0. Bowdoin, eventually earned fifth place. The best competition in the championship—possibly because most of the finals were more a case of survival than team racing—came in the semi-final which M.I.T. won from Brown, 3-2, while Coast Guard's Terry Gloege, Bob Gauthier, Bruce Smith, and Everett LeCourt were downing Harvard, 3-1.

The finals went to Tech, 4-1, after the teams had split the only two races which could be finished, due to day-long calms, on Nov. 13. On the second weekend, Brown's Tom Hazlehurst, John Quinn, Alden "Skip" Walls, and Dick Krolicki and Harvard's Fred Hoppin, "Ace" Langworthy, Tommy Townsend, and Bill Owens split two races in a third-place sail-off which went to Brown on total score.

► *Middle Atlantic:* A new trophy, bearing the name of Dr. Britton Chance, 1952 Olympic champion of the 5.5 Meter Class, who was head of Univ. of Pennsylvania's school of medical research and a World War II physicist at M.I.T., was competed for in the Greater Philadelphia Championship, on Lake Carnegie Oct. 29. Princetonians Rod Johnstone and Bob Bushnell—the former high point skipper—rolled up 91 points to Haverford and Penn 80 each in the seven-college event. . . . After two unsuccessful attempts to sail the Greater New York Championship, the competition was declared unofficial and the three leading teams, Kings Point, Hofstra, and Fordham, after three races were qualified for the Middle Atlantic Fall Regatta at Navy. . . . More successful was the Middle Atlantic Associate Championship held by Kings Point, Nov. 6, as Colgate, with Billy Baxter and Charles Parry as helmsmen, won with 56½ points to 42 each for Swarthmore and Rochester among seven colleges. . . . Night racing—not unusual this Fall when race committees were really bedevilled to finish major events in adverse wind and water conditions—was again in vogue as Georgetown's triumvirate of Andy Connell, high point, Gabe Coulon, and Emmet Byrne won the M.A.I.S.A. Freshman Championship in finals finished by searchlight at the Naval Academy, Nov. 6. . . . The Hoyas had 92, Navy and Rutgers 88, among nine finalists. . . . Webb's Fred Hillman and Jim McCoy took the Dean Owen Trophy by 18¾ to 16¾ over N.Y. Maritime in the Webb Invitational Quad, Nov. 12.

► *Midwest:* Ohio State's Dick Durfee and Tom Driskell easily won the Ohio elimination for the Angsten, rolling up 103 to Ohio Wesleyan's 82 as Xavier finished third on the O'Shaughnessy Dam Reservoir, Nov. 5-6. . . . Tom Johnstone, finishing high-point, Bruce Goldsmith, and Chris Wells of Michigan took their area elimination for the Angsten with 50 points to Michigan State's 42, and Fenn's 40 on Base Line Lake in the D-T Dinghies. . . . In the Indiana-Missouri elimination, a sail-off gave Notre Dame, with Bernie D'Almeida, Lou Morgan, Bob Sargent, and Ron Meissner as skippers, a verdict over Purdue when both teams tied at 61 points with Indiana third, Nov. 5-6. . . . The Irish, substituting Ray Nelson for Sargent, also won the Hoofer Fall Invitational with 72 points to host Wisconsin's 61½ and Marquette's 57.

► *New England:* After some lean seasons, M.I.T. won the Nickerson Trophy for the Freshman Championship for the first time since Alain deBerc and Horacio Garcia were vic-

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NEW YORK JAN. 13-22 SPACE #183 | CHICAGO FEB. 3-12 SPACE #1064 | MIAMI FEB. 17-22 SPACE #79

THE FEDERAL PAINT COMPANY, INC., 33 RECTOR ST., N. Y. 6, N. Y.
SAN FRANCISCO . . . NEW ORLEANS

tors in 1951. . . . Bill Widnall and C. Dennis Posey were the skippers, on the Seekonk at Brown, as Tech won by 18 points with Widnall high point by a country mile, never finishing below fourth against eight rivals. M.I.T. led the finalist field with 131 as Brown scored 113, Yale 103, Boston University 95, and Boston College 89. . . . In Oct. 22 team racing, leading to the Fowle Trophy Finals, Northeastern beat P.U., 3-2, and W.P.I., 2-0, at Coast Guard with Bob Blomquist and Pete Coggins starring; Johnny Quinn won three races and Tom Hazlehurst was thrice runner-up as Brown defeated Babson and Holy Cross, each by 2-0, at M.I.T.; at Tufts, Williams trounced an M.I.T. "junior varsity," 2-0, before Bowdoin set back Yale, 2-1, and Williams, 2-0; and on the Seekonk, at Brown, Harvard bested both Middlebury and Boston College by 2-0 scores after B.C. had won over Trinity by the same tally. . . . Scott Odell and Fred Farnham won an Oct. 29 triangular for Middlebury at St. Michael on Lake Champlain, and Wesleyan defeated Babson on Lake Pocotopoag with Jack Braitmeyer and John Nasse sailing for the victors. . . . At Middlebury Dartmouth's Peter Lauterbach and Dick Karslake downed their hosts and St. Michael's.

BROWN WINS TWO; NAVY ONE

► Johnny Quinn and Tom Hazlehurst sailed Brown to triumph in two of the three big intersectional regattas which feature the Inter-Collegiate Y.R.A. of North America's competition east of the Mississippi each November. The triumphs came in New England's Schell Trophy, Nov. 5-6, and the Midwest's Angsten Trophy, Nov. 25-27; but when Brown sailors sought to retain the Middle Atlantic's War Memorial Trophy, Nov. 19-20, they were pushed down to fourth place as host Navy won by 16 points from another New England entry, Bowdoin.

High winds and rain limited the first day's competition at the Schell Trophy, on the Thames River, with Coast Guard Academy and Brown each tallying 43 points. In nearly ideal weather on Sunday, M.I.T. passed Brown and crept within a point of Coast Guard—until a foul wrecked Tech's hopes.

Brown, with consistent sailing, pulled into the lead after 7-B, and coasted in a winner by 9½ points over M.I.T. when Coast Guard suffered from a rule infraction. Brown's Johnny Quinn was high point skipper—five firsts, four seconds, and a third in 10 starts—for 113½ points at the top of Division "B" where Bowdoin's Charley Leighton had 102. Despite a foul, Nick Newman, who won seven out of ten in "A", tied for top honors in that division with Coast Guard's Terry Gloege at 100.

In the War Memorial Trophy regatta on the Severn it was Bowdoin's Charlie Leighton-George "Skip" Howland combination, which furnished New England's main opposition to the Midshipmen. Navy killed off the opposition early with seven straight wins, four by Dave Minton and three by Jim Googe, and led by 24 points when racing ended on a cold, windy, and rainy Saturday. On Sunday, Navy was able to coast, in sunny but gusty weather. Even with a foul in the final race, Navy finished with 226 points as Bowdoin scored 210.

Brown bounced back to dominate the Angsten Trophy on Chicago's Belmont Harbor where the services of the Coast Guard were necessary to dispell the combined hazard of ice and heavy crude oil Saturday before the second day's racing could start. Light airs prevailed in this event, jointly sponsored by Northwestern and the Chicago Y.C. Ohio State's skippers Dick Durfee and Tom Driskell set the pace through much of the competition, but Brown took the lead at the conclusion of Race 8-A. The Bears picked up four firsts, a second, third, and fifth in the next seven races to win by 25 points. Johnny Quinn was again high point skipper with 116 points in Division B. Ohio Wesleyan's Charles Schmidt edged Durfee, 96-95 in Division A.

LEONARD M. FOWLE

WITH THE RACING CLASSES

Moth Class skippers, at their annual meeting in conjunction with the international championships at West Palm Beach, elected Burnette W. Dowler, of Monroeville, N.J., president of the International Moth Class. Other officers named were Harry Cates, Miami, Fla., vice pres.; Mrs. Eleanor Hunt, Lake Wales, Fla., sec'y; Charles Hunt, Jr., Lake Wales, treas.; Carter Perry, Elizabeth City, N.C., governor. . . . The class voted to rotate hereafter its National Championship regatta under the same rules as the Internationals. Until 1955 it was held at Elizabeth City, N.C. Sonny Cabell, of Norfolk, Va., won the national title in 1955 for the second time, so the 1956 Nationals will be at the Norfolk Yacht & Country Club. The 1956 Internationals will be at Miami. . . . There are registered Moth fleets in Portugal, France and Switzerland, and a European championship will be sailed this year in Portugal.

Blue-Jays re-elected Mrs. James Mertz president of their international association at a meeting in New York in November. Robert Tracy is vice pres.; Robert J. Sparkman sec'y-treas; Larry Kean, chief measurer, and D. Verner Smythe, Everett B. Morris and Dr. Wm. Parke governors. . . . The class reports 465 Blue Jays, spread among 23 yacht clubs in the U.S. and Canada in existence this past fall, with a few scattering boats abroad. There are now 26 accredited builders of these boats, the class officials report.

B-One-design dinghy owners in the Manhasset Bay Frostbite fleet are looking around for additional boats of this class to add to their group. The BO's were designed by Nick Potter and built by Herreshoff and by George Lauder around 20 years ago. They were beginning to get a bit porous for winter racing until, in 1954, someone got the bright idea of covering them with Fiberglas plastic. There were some misgivings, because they are lapstrake boats, but the job—done on most of them by the Purdy Boat Co. at Port Washington, L.I.—proved so successful that they now seem to have a lot more good years ahead. Anyone owning one of these 11½' dinghies and willing to part with it is invited to get in touch with B. Glenn MacNary, at the Manhasset Bay Y.C., Port Washington, N.Y.

Atlantic Class skippers elected Hoyt O. Perry, Jr., chairman of the class at the November annual meeting, along with Horst Obanowski, sec'y-treas.; Theodore R. Reyling, chairman, and Charles E. Ames, S. H. Gillespie, Jr., John Hersey, and VanWyck Loomis, members, of the rules committee. The association authorized the use of Dacron for Atlantic mainsails—it was OK'd for jibs last year. . . . The Cape Cod Shipbuilding Co., at last reports, was molding half a dozen Atlantic hulls in Fiberglas-reinforced plastic. Experiments with the first such hull, introduced a year ago last summer proved that, with extra ballast molded in, they race evenly with the old wooden boats, though potentially (*i.e.*, without the added weight) they are probably faster.

Jet 14s reached 100 in number with the boat recently bought by Magnus Pedersen, Nyack, N.Y. ex-Lightning ace. No. 111 has been reserved for Howard Boston, ex-Thistle champ. The Jet 14 fleet at Mason's Island, Conn., now numbers over 20 boats, and Jet 14s have been selected by the Noroton (Conn.) Y.C. as its intermediate Class between dinghies and Lightnings.

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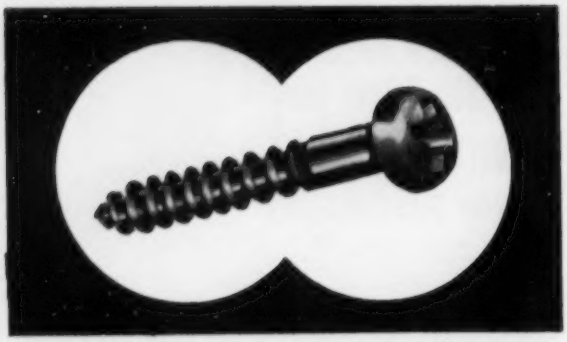

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National O-D sailors at Oklahoma City will be back in business again next season, after being literally out of water for several years. Their lake dried up on them in a period of prolonged drought, but it's filled up now. . . . The Town River Y.C. at Quincy, Mass., has a new National O-D fleet.

Five-O-Five owner Walter E. Bowden reports that his boat wound up a campaign on the Texas circuit with 10 trophies for 1955—seven first, two second and a third. These were mixed-class races held under the One-of-a-Kind handicap formula, in which the Five-O-Five was beating larger craft on elapsed as well as corrected time. Mr. Bowden has agreed at the request of Richard Creagh-Osborne, British Five-O-Five secretary, and George O'Day, to handle correspondence for the class in this country, and will be glad to hear from anyone interested in these very fast craft. His address is 638 East Park Ave., San Antonio 2, Texas. . . . A U.S. team of Kim Scranton and Jim Giblin finished fifth in the Five-O-Five internationals in England last summer, among 30 boats.

Firefly dinghies, 22 strong, raced Nov. 11-13 at Marblehead, Mass., for the Onion Patch Trophy of the Bermuda Firefly Assn., and first place for the series went to Dick Carter with 96¾ points to 94½ for John Marvin and 91¼ for Davis Smith.

One-Ten officials have announced Hingham Bay, Mass., on Boston's South Shore, as the site for the 1956 international championships. The Hingham and Hull Y.Cs will jointly sponsor the event, probably during the third week of August. Donald F. MacNaught will head up the committee of arrangements for Hingham and John Quinn that for the Hull Y.C.

Comet Mid-Winter Open Regatta will be held by the Black Caesar Comet Fleet on Biscayne Bay, Fla., Feb. 17-19; a five-race series. For details write Douglas A. Baker, 1782 Opechee Drive, Miami, Fla. . . . The 1956 Comet Internationals will be held in Ohio. Further details will be announced at the Comet mid-winter meeting at dinner in New York Jan. 21. . . . "Uncle Joe" Fernandes, long-time Comet international secretary, has been forced to slow down by doctor's orders, and now has an assistant, Wilbur F. July. All future inquiries and correspondence with the secretary's office should be addressed to Mr. July at 3365 Silverton Ave., Wantagh, L.I., N.Y.

WHITE AGAIN HEADS SWEDISH GROUP

► G. W. Blunt White, of Mystic, Conn., was re-elected post captain of the North American Station of the Royal Swedish Y.C. at its recent meeting in New York. Other officers are Albert Blattman, of Riverside, sec'y-treas., and governors Pehr Sparre of Essex, Conn., Carl Alberg of Boston, Ernest Ratsey and Roderick Stephens, Jr., of New York, and Carl Hildebrand of Greenwich, Conn. The North American station cooperated with its parent Royal Swedish Y.C. and the New York Y.C. in arranging last year's trans-Atlantic race from Newport, R.I., to Marstrand, Sweden, of which Mr. White was race committee chairman.

AMERICAN BOAT & YACHT COUNCIL

► The American Boat and Yacht Council will hold its annual meeting at the Hotel Concourse Plaza, New York City, Jan. 19. In addition, from Monday through Friday, Jan. 16-20, during the National Motor Boat Show, the Council will have the use of a conference room at the Kingsbridge Armory, adjacent to the exhibition area, where most of the organization's various technical committees will be holding meetings during that time.

Phelps Ingersoll, president of the A.B.Y.C., will preside at the annual meeting, at which Vic Adm. A. C. Richmond, Commandant, USCG, and and Rear Adm. H. C. Shepheard, USCG, chief of the Office of Merchant Marine Safety, are expected to speak. Other officers of the A.B.Y.C. are Irving Jakobson and Wm. Edgar John, vice presidents; Clifford L. Clark, treas., and E. S. Terwilliger, sec'y.

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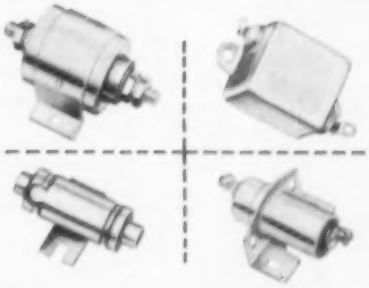

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BOATS, ENGINES & EQUIPMENT

(*Continued from page* 196)

MORE CONCORDIA YAWLS BEING BUILT

► The Concordia Class of 40′ auxiliary yawls enjoyed its greatest growth in 1955, when 13 new boats were added to this class, and six more are already under construction for 1956, according to Waldo Howland of the Concordia Co. The first of these boats was built in 1938, and four altogether built in this country prior to 1950. Now there are 36 of them, all but four built to Concordia's order by Abeking & Rasmussen in Germany. The already strong surge of interest in these boats got a boost when one of them, Daniel Strohmeier's *Malay*, won the 1954 Bermuda Race. She also took last year's Manchester-Halifax ocean race. The yawls are 39′8″ o.a., 29′6″ waterline, 10′ beam, 5′11″ draft, built to top quality specifications and priced, delivered in this country with working sails, at $22,000.

Concordia also reports healthy growth in the Original Beetle Cat Class, beamy, able, 13′ catboat, of which 50 are being built this winter to augment several hundred already active, most of them in classes scattered along the New England coast and on Long Island. They sell for $635.

CONCORDIA CO., South Wharf, South Dartmouth, Mass.

Llewellyn Howland's "Java," first of the Concordia yawls, built in 1938, now has 35 sister ships

TWO NEW OUTBOARD SPARK PLUGS

► New this year, the Champion J-14J and the K-2 are designed for outboard use. The J-14J is an alternate hotter spark plug for Elgin Outboards and is said to be especially effective where the engine is used extensively for trolling and at low speeds. The K-2, designed for Mercury competition models running on alcohol, supplements the K-3, recommended for Mercuries running on gasoline. Shells of both plugs are treated with a new process said to provide greater resistance to rust and corrosion.

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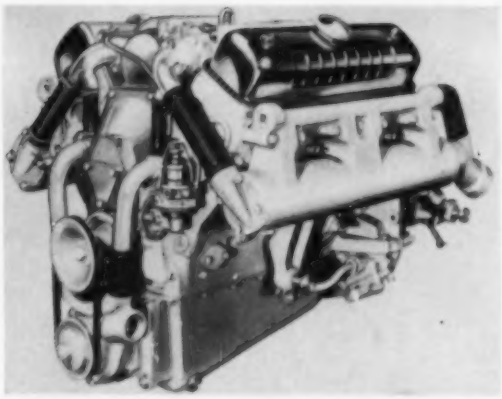

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SMART SKIPPERS EVERYWHERE ARE GOING "OVERBOARD" FOR THE

NEW Airguide MARINE SPEEDOMETERS

FOR LARGE OUTBOARDS AND RUNABOUTS
NO. 702 0-45 MPH $8.95 Head only

. . . and for many good reasons. Airguide speedometers are **EASIER TO READ**—much easier, thanks to the exclusive Airguide *CONTRALOG® movement which permits nearly uniform graduations over entire speed range, starting at zero. See comparison chart below. Note the much wider angle in the Airguide dials at various speed ranges. All heads have 3" dials and flange diameter of 3½".

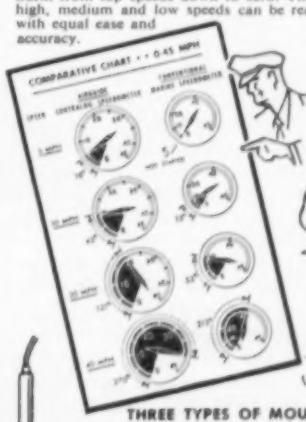
ACCURATE AND DURABLE—true precision instruments, ruggedly made by experienced Airguide craftsmen. Fully guaranteed.

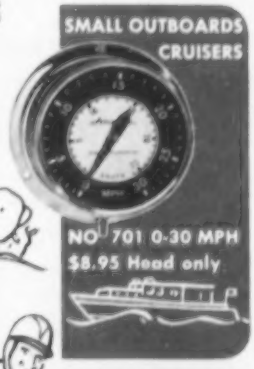
A MODEL FOR EVERY TYPE OF BOAT—sail boats, runabouts, outboards (large or small), cruisers and racers. Easy to install.

CHOICE OF PICK-UP-MOUNTS—(Shown below) Also special kits for longer tube, No. 16, $2.00 and for converting heads from flange to flush panel mounting, No. 17, $2.50.

***CONTRALOG® MOVEMENT** is an exclusive Airguide development which translates boat speeds thru changing water pressures in such a manner that dial graduations are nearly uniform from top speeds down to zero. Thus high, medium and low speeds can be read with equal ease and accuracy.

FOR SAILBOATS
NO. 700 0-15 MPH $10.95 Head only





SMALL OUTBOARDS CRUISERS
NO. 701 0-30 MPH $8.95 Head only

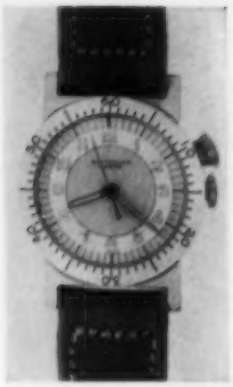
THREE TYPES OF MOUNTS
Each with positive fittings and generous lengths of copper and plastic tubing.

No. 13 TRANSOM MOUNT Pivoted pitot $5.00
No. 14 THRU-HULL MOUNT (up to 1½" thick) $5.00
No. 15 DUAL THRU-HULL MOUNT (with pressure reservoir) $9.00

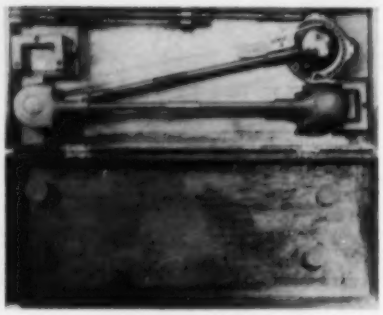
FOR RACERS
NO. 703 0-75 MPH $8.95 Head only

MADE AND GUARANTEED BY
AIRGUIDE INSTRUMENT COMPANY
CHICAGO 47, ILLINOIS

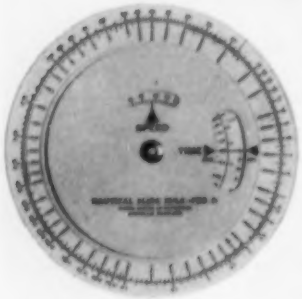
Ask your Marine Supply Dealer –



The Weems second-setting watch has a bezel which may be turned to match the second hand, relieving the celestial navigator of the need of figuring watch error in his calculations. For piloting, the bezel's zero may be set with the minute hand when a buoy is passed, thus showing actual elapsed time at the next reading. Stainless case, 17 jewels, shockproof, $52.50



Weems offers this parallel motion instrument which, attached to a chart table and lined up with the chart, expedites and simplifies plotting. $75

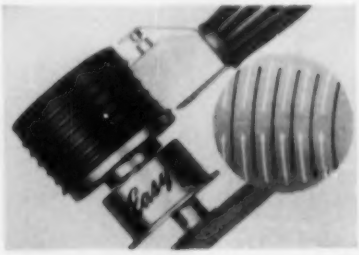


This Nautical Slide Rule, from Weems, gives quick, accurate solutions of the pilot's or navigator's various problems involving speed, time and distance. In white vinylite, 8" square, $5.00. WEEMS SYSTEMS OF NAVIGATION, 227 Prince George St., Annapolis, Md.

SUBURBAN BUILT-IN RANGE

► The Suburban Marine Gas Service Div. of Suburban Propane Gas Corp. will introduce a new stainless steel Built-In Galley Chef Gas Range during the New York boat show. Each unit of this range consists of two burners set in flush with the galley counter top. Any number of units may be installed. Suburban will also display its complete line of Deluxe Galley Chef Gas Ranges, the Suburban Marine Automatic Gas Water Heater, and Suburban Marine refillable propane (bottled gas) cylinders. Popular for small galleys is the Suburban Marine Two-Burner Galley Chef Gas Range, Model SM 103, a unit which comes complete with copper tubing, gas regulator and a 5-lb. refillable cylinder of gas, and sells for $83.45. Service on cylinders is available from over 400 dealers from Maine to Florida.

SUBURBAN PROPANE GAS CORP., P.O. Box 206, Whippany, N.J.



Dual Action Sander, made by DETROIT SURFACING MACHINE CO., 1333 E. Eight Mile Rd., Detroit 20, Mich., is air-powered and rotates in two directions at once

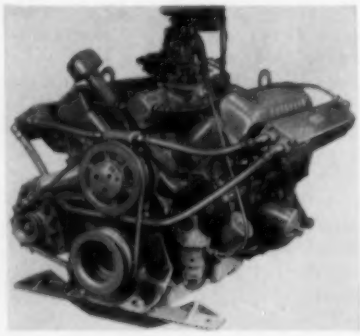
"Niña," 55½' o.a. sloop-rigged motor sailer, with 13'8" beam, Cummins diesel powered, planked with Honduras mahogany over white oak frames, bronze fastened, was built by Palmer Johnson's STURGEON BAY BOAT WORKS, INC., Sturgeon Bay, Wis.

BROLITE Z-SPAR SAMPLES OFFERED

► Free samples to boat owners to enable them to test a newly introduced boat enamel, Brolite Z-Spar's new topside gloss enamel which is said not to chalk or check, is offered by Andrew Brown Co., makers of Prolite Z-Spar. A letter to the company will bring a sample of the Gloss White large enough to coat a test panel, and thousands are already making such tests, the company says.

Dealers throughout the country, the company reports, are stocking the full line of 23 colors of this new enamel. Brolite Z-Spar marine paint products also include all types of boat paint, varnish, copper bottom paint, clear acrylic sealer for new wood and Syncro Metal Primer for inhibiting rust on metal.

ANDREW BROWN CO., 5431A South District Blvd., Los Angeles 22, Cal.



New to the Osco line is a 160-hp. overhead valve V8 Ford Marined engine of 272 cu. in. piston displacement

OSCO INTRODUCES 160 HP. EIGHT

► Complementing the Osco overhead valve 115-hp., six-cylinder engines, there has been announced for 1956 a new 160-hp. overhead valve V8 Ford Marined engine of 272 cu. in. piston displacement. The new "eight" is said to produce its power with a minimum overall length. The new line embraces a 12-v. electrical system. Duplex carburetion is standard with "quad" carburetion optional. High ported Circuit-Flo exhaust manifolds and elevated starting motors are featured. Cooling is provided by a single water pump used in conjunction with a built-in thermal well.

Also available for 1956 will be an expanded line of Convo marine conversion kits, parts, reverse gears and accessories for all popular engines made by Ford.

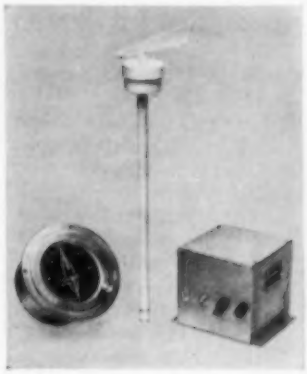
OSCO MOTORS CORP., 3625 N. Lawrence St., Phila. 40, Pa.

FIXED FREQUENCY

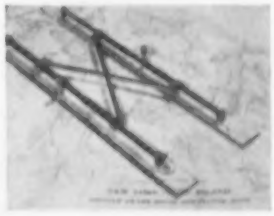
The Automatic Pilot by GUEST

The GUEST Automatic Pilot is the lightest and most compact, the most accurate and efficient and the sturdiest pilot yet built for keeping a boat steadily on course—from the smallest cruising auxiliary to the largest hand-steered craft. Easily installed, exceptionally trouble-free; the course is relayed from the compass by means of an entirely new principle of pick-up which employs a time-tested electronic circuit and assures greatest accuracy; the compact size (7" W x 9" L x 7" H) and the low weight (19 lbs.) of the power unit allows installation on even the smaller sailboat. The only pilot that may be either "hunting" or "non-hunting" by a flick of a switch.

Two models — Standard $450. — Deluxe $645. Fully guaranteed.



GUEST Wind Indicator—shows the apparent wind direction in relation to the bow of the boat. This wind direction is shown on a dial in the cockpit with a precision never before possible of attainment with pennants or ribbons. The GUEST Wind Indicator takes the guess work out of sailing and is a necessity to the racing skipper and an invaluable aid to the cruising man. **$265.00**



GUEST Chartmaster—First real improvement in parallel rules in 30 years. They "walk" across the chart. Finest on the market. All metal parts are precision made of brass, finished in satin chrome. The highly polished blue-white transparent plexiglas enables you to see all chart details. Length 18". **$17.50**

GUEST Bearing Indicator—is a completely new approach to the problem of taking a bearing. Using a 7 x 50 monocular, it enables the user to take a bearing on even the most distant object. It is not a pelorus in the ordinary sense of the word as the bearing shows on a dial in degrees. Must be used in conjunction with the GUEST Wind Indicator. **$175.00**

GUEST Radio Direction Finder — More power on the Beacon Band than any other portable D. F. also receives Broadcast and Marine Shortwave. Removable loop for easy stowage. "GUEST Signal Finder Switch" which tunes antenna loop for desired frequency. Meter provides visual aid in nulling and test of battery condition. Standard 3 mos. RETMA guarantee. Less battery. **$158**

GUEST Thunderbird Megaphone—100% self-contained. It's "TRANSISTORIZED." By using transistors the GUEST Thunderbird soars to a new standard of power for portable megaphones. Has extreme "carry"! Rugged. Weighs under 3½ lbs. Instant response. Low-cost standard batteries have longer life due to low drain of transistors. Bat. Inc. **$96.00**

GUEST Weathercaster—Forecasts the weather 12 to 24 hours in advance with uncanny accuracy. A time-tested professional weather forecaster. Dials on front cover of WEATHERCASTER enable you to "cast" the weather simply, quickly, accurately. **$5.00**

GUEST Radiochron—your solution to the problem of accurate time for use in celestial navigation which has always confronted the off-shore sailor. Much more accurate than any chronometer. Compact, lightweight, completely self-contained. Receives time ticks from station WWV on four crystal controlled frequencies which should insure reception in any part of the world day or night as station WWV broadcasts time signals continually. The GUEST Radiochron receives these signals only and cannot be used for entertainment, thus insuring battery power when it is needed. **$139.00**

GUEST Commander Megaphone—100% self-contained. Continues to be the most popular megaphone for use under average conditions. Fills need for high clarity, all-in-one power megaphone at moderate cost. More COMMANDERS now being successfully used than any other power megaphone. Bat. Inc. **$49.50**

SEE THESE GUEST ITEMS AT THE MOTOR BOAT SHOW

Kingsbridge Armory, Booth #155—or see them at your dealer or write direct.

GUEST PRODUCTS CORPORATION

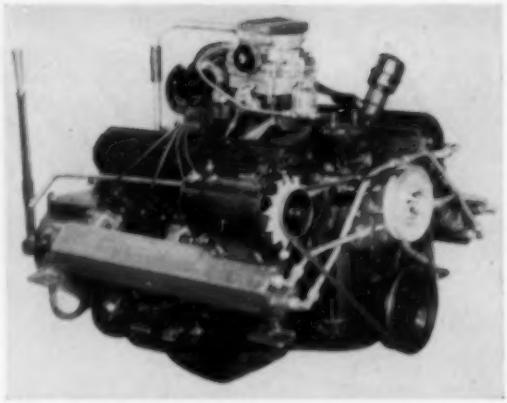
381 4TH AVE., NEW YORK 16, N. Y.

Chafed planking?

Round out damaged contours with *New Improved* Plastic Wood. Finer grain makes application easier. Minimum shrinkage means better results. Hardens to lasting wood surface.

• water resistant • weather resistant

NEW "PLASTIC WOOD"®



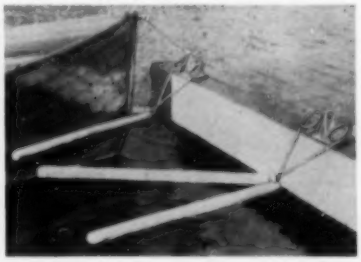
Federal conversion kits are built for most modern engines

FEDERAL CONVERSIONS FOR V-8S

► Federal conversion kits for Cadillac and Lincoln motors provide 300 hp. on a weight of less than 1000 lbs. and feature low fuel consumption. Engines and conversions are designed for salt water use. Heavy duty marine transmissions are offered in either manual or hydraulic shift. Opposite rotation can be had in reduction drive models.

Federal conversion kits are built for most modern automotive and industrial engines. Completely converted engines are also available.

FEDERAL MARINE MOTORS CO., 9011 Cottage Grove Ave., Chicago 19, Ill.



The Bascome Boat Holder manufactured by MAMARONECK MARINE SPECIALTIES CO., INC., Box 188, Mamaroneck, N.Y. is available in ½" stainless steel at $44.95 and ⅝" Monel at $59.95

INLAND WATERWAY GUIDE EXPANDED

► The 1956 Northern Edition of the "Inland Waterway Guide" is now available. An addition to this year's publication is coverage of the N.Y. State Barge Canal to Buffalo and a section of Lake Erie from Buffalo to Cleveland. The guide includes cruising information from the Battery in New York to Portland, Me., with latest available harbor information. It also lists in-and-out facilities along the waterway for outboard cruisers. A Southern Edition of the "Guide" describes yachting and harbor facilities New York to Florida.

INLAND WATERWAY GUIDE, INC., 25 West Broward Blvd., Ft. Lauderdale, Fla.

The Steel Queen cruisers, in 30' and 36' models, are plated with welded ⅛" steel by THE G & W WELDING CO., 1898 Carter Rd., Cleveland 13, Ohio. Cabins are steel. Flying bridge models are available. Single or twin screw power is optional

Latest model of the Coast Boat Co. is a 24' Day Cruiser with 8'10" beam. Powered by a 115-hp. Chrysler, she is said to have a top speed of 24-m.p.h. Priced $4700, completely equipped. COAST BOAT CO., Foot of Morford Pl., Red Bank, N. J.

MIRACLE WOOD WATERPROOF FILLER

► The Newton Mfg. Co., Inc., markets a wood filler which can be stained, is non-shrinking and waterproof, can be planed and power sanded, dries quickly without crumbling, and is as workable as wood. This product, which should work well on boats, is called Miracle Wood. Available in ¼, ½, & 1-lb. cans, prices are 35¢, 60¢ and 85¢ respectively. Four and 8-lb. sizes are available also.

NEWTON MFG. CO. INC., P.O. Box 386, Nashua, N.H.

An aid to motor trouble shooting is offered by H. C. Sweet Co. Clip the wire to engine ground and contact the spark plug terminal by pushing needle probe through insulation, to find defective plug or non-functioning cylinder. H. C. SWEET CO., 12345 Telegraph Rd., Detroit 39, Mich.

NEW MODEL ELGIN OUTBOARDS

► Two new Elgin outboard motors, rated respectively at 5½ and 7½ hp., will be offered for the coming year. Also available will be a two hp. single cylinder model, twins capable of 12 and 25 hp., and an electric starting version of the 25 hp. unit.

Features include acoustical silencing of intake and exhaust, a Fiberglas engine cover to reduce noise, forward-neutral-reverse shift and remote fuel tanks, on all except the smallest model.

SEARS, ROEBUCK AND CO., 925 S. Homan Ave., Chicago 7, Ill.

One of the two new motors introduced by Elgin this year is the 7½ hp.

TAKE YOUR CHOICE FOR FUN

The most popular Dinghy in use today is our patented "Dyeresin" Dhow "Midget"

This sensational yacht tender is carried on the cabin tops of the majority of our "Gold Platers" and cruising yachts on both coasts, including ANDALE, ARABELLA, BOLERO, BRIGADOON, CARINA, CIRCE, DEPARTURE II, EGRET, FINISTERRE, and so on down the list of this year's winners. Rows, outboards and sails splendidly "tows like a feather" with her patented shape preventing tripping.

9 FT. "DYERESIN" DHOW

In the beginning this Dhow was a life boat, war proven by the hundreds on the Seven Seas. Then chosen in fleets by the very top Yacht Clubs for racing, utility work and as tenders. She easily car tops and is perfect for young fry or the whole family.

This Nine Foot Dhow rows, tows, outboards beautifully. She will outlive, outcarry and outsail any boat of her size in the world.

GLAMOUR GIRL

"DYERESIN" UTILITY
16' x 5' 6' x 1' 2"

A DIFFERENT, MOST SUCCESSFUL BOAT!

Standard Model 25 H.P. Specials to 65 H.P.

She's able — comfortable — dry, because of extreme flare — economical — fast — and a thrill to handle. She is fished on the open ocean and Gulf Stream from Maine to Venezuela where they launch her through the surf to go to sea.

Glamour Girl has been proven to be a superior tender and a most efficient utility.

SEE THESE AND OUR NEW 19' GLAMOUR GIRL AT THE N. Y. BOAT SHOW SPACES B4 AND B5

SUPERLATIVES today mean LITTLE since they are used promiscuously

BUT

Thousands of satisfied yachtsmen over the last quarter century give authenticity to our familiar slogan

"Leading the Tender World"

In construction we were pioneers in marine glass plastics and have built several "Firsts" and "Largests" of our low upkeep "Dyeresin" processed fiberglas both for individuals and the Government.

In Performance DYER boats excel because of their all important Design.

Ask any "old time" skipper—you'll

GET A DYER!

THE ANCHORAGE · INC

WARREN 5 *Leading the Tender World* **RHODE ISLAND**

Two of the Marblehead 23′ cruisers, round-bilge boats designed for cruising and fishing in rough water

MARBLEHEAD CRUISERS AND BASS BOATS

► The Marblehead Boat Yard Co. has added a semi-open day boat and a specialized "bass boat" to its fleet in addition to its 23′ cruiser. All are built in the standard Eldredge-McInnis-designed Marblehead hull, 23′4″ o.a., 8′ beam, 2′ draft, round-bilged, carvel-planked with Maine pine, Alaska cedar or mahogany, as selected. Standard power is a 95-hp. Nordberg, with larger engines optional and speeds up to 28 m.p.h.

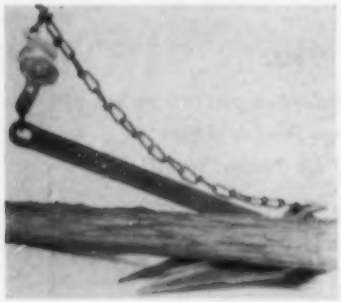
The cruiser, with 5′3″ headroom, has two berths, fully equipped galley and marine toilet, plus a big cockpit. The day and bass boats have larger cockpits and small cuddies forward. Controls are forward in the day boat, while the bass boat has dual controls. Prices quoted include $4795 for the cruiser and $4495 for the other models, while semi-completed hulls may be had for from $1375 up, depending on the degree of completion desired.

MARBLEHEAD BOAT YARD CO., 301 Pool Rd., Biddeford, Maine.

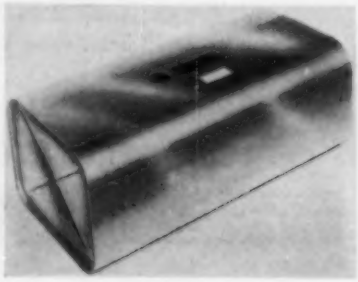
RITTER OFFERS CATALOGS AT SHOW

► A new 1956 catalog of marine hardware and fittings will be available at the Ritter Marine Mfg. Co. booth No. 198 at the New York show, where an expanded line of products will be on view. Feature attraction at the Ritter booth will be a 9′ model motor sailer, completely fitted out with chrome-plated bronze Ritter Marine fittings.

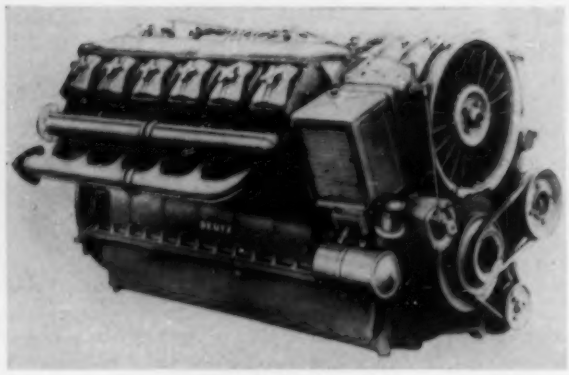
RITTER MARINE MFG. CO., 230 Canal St., New York, N.Y.



Pictured at left is the Anchor Saver, a device designed to attach to any anchor to eliminate anchor loss due to fouling. It is manufactured by Skyline Products



Also made by Skyline Products are Aquamaid marine hardware and all sizes of Monel metal fuel tanks. SKYLINE PRODUCTS INC., Grand Blvd., Deer Park, N.Y.



Deutz air-cooled diesels are available in from 5 to 250 hp.

DEUTZ AIR-COOLED DIESELS

► Air cooled Deutz diesels, in production in Germany since 1942, originated from water cooled engines of the same type. They are built to cover a range from 5 to 250 hp. using only two sizes of cylinder. One is 3½″ in bore with a 4¾″ stroke; the other 4¾″ by 5½″.

All parts subject to wear, such as pistons, piston pins, rings, cylinders, cylinder heads, valves, valve springs, injectors and the like, are interchangeable among the various series of engines. With other components there is one design for in-line engines; another for Vs.

Deutz air-cooled engines are claimed to banish difficulties common to liquid cooling, to warm up more quickly, to be suited to all climatic conditions, to be operable on several types of fuel including gasoline and to be able to generate full power immediately after starting.

DIESEL ENERGY CORP., 82 Beaver St., New York City.

HI-LO OUTBOARD MOTOR BRACKETS

► Hi-Lo Motor Mounts, on which outboard motors are mounted abaft a boat's transom, permit moving the motor up or down thorough a range of nearly 20 inches by simply turning a crank. In addition to the important safety factor of making it unnecessary to cut away the transom to accommodate standard shaft outboards, it is possible with the Hi-Lo to adjust propeller immersion to its most efficient depth, to raise it to the surface for very shallow or weedy water, and to adapt height to varying loads or sea conditions. The Clamp-on Model is secured to the top of the transom with thumb screws, for motors up to about 30 hp. The Heavy Duty style is bolted through the transom, and will handle any weight and power of outboards available. Single and twin-motor models and salt or fresh water models are available; prices range from $42.50 to $149.50.

E. V. VILTER CO., 4161 No. Richards St., Milwaukee 12, Wis.

Guaranteed to carry any outboard weighing up to 45 lbs., the new Model A motor carrier offered by the Lake Mfg. Co. has a wheel base measuring 20″ with oilite-bearing disc wheels bracketed in dual sets using semi-pneumatic rubber tires. The cart is guaranteed not to rust, and collapses for storing. LAKE MFG. CO., Lansing, Mich.

Report

one year later, on the PLASTIC ATLANTIC SLOOP

Mr. John Hersey, owner of *Rumour*—the first conversion of an Atlantic-class sloop to glass-reinforced LAMINAC* polyester resin—has now used his boat for more than a year. Here is his report to the Atlantic Class Association, in his own words:

"The plastic-hulled *Rumour* has given the utmost satisfaction and pleasure.

"We enjoy dry sailing. We never bail. In heavy weather, where once the dried-out topsides took in water in a way familiar to all Atlantic sailors, we can now sit and chat and look at the view. And we can concentrate on racing, too. We come home from racing rested, not stiff and exhausted from riding the everlasting pump and bailing can.

"She sails well in all weathers. She takes chop and seaway particularly well, without pounding, seeming to put a shoulder in and push through. Her firmness is a comfort—no thought of losing frames. It is also nice to feel that you can set up the standing rigging taut as you want without fear of pulling the boat out of shape.

"So far there have been no signs of stress or wear or parting of laminations or deterioration of any kind. As you know, *Rumour* tussled with a Lightning in Carol last summer and came out of it with a few nicks that have been easy to fill, whereas the Lightning came out of it more or less matchwood, as I understand.

"The flotation tanks are a wonderful psychological boost to the helmsman. It is very nice, when thunder can be heard in the west, to know that your whole boat is a life-preserver, and cannot capsize, to say nothing of sinking.

"After all, racing is supposed to be for pleasure. I can testify that a very big element in this pleasure is to have a completely worry-free boat, as *Rumour* has proved to be."

Photo by Morris Rosenfeld

Dimensions of the Atlantic one-design sloop: Length over all 30½'; Length L.W.L. 21½'; Beam extreme 6½'; Draft 4' 9"; Sail Area 385'; Displacement 4559 lbs.

All Cape Cod Boats Offer The Same Outstanding Qualities Found in "RUMOUR". *Write For Full Particulars*

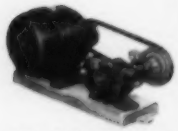
OTHER FIBERGLAS BOATS BY CAPE COD

8-Ft. **YACHT TENDER** • 9-Ft. **M.K.** and 11½-Ft. **BEVERLY DINGHIES**—(both sailing and rowing models) • 15-Ft. **MERCURY**—Sparkman & Stephens designed sloop in both keel and centerboard models • **RHODES 18** available in both keel and centerboard models • **BULL'S EYE**—15½ ft. Herreshoff-designed keel sloop • **RAVEN**—25 ft. McAleer-designed fast and roomy centerboard sloop • **STORMY PETREL**—15 ft. Herreshoff-designed outboard runabout • 19-ft. **OUTBOARD CRUISER**—designed by Gordon Munro. Available also as an inboard and in open models.

CAPE COD SHIPBUILDING CO. WAREHAM MASS.

GROCO for '56

ALL ELECTRIC TOILET
#ET-50-A


BELT-DRIVEN PUMPS
1/2" to 1" HYDROFLEX

HYDROFLEX PUMPS
1/2" to 1 1/2"

DIRECT DRIVE PUMP
HYDROFLEX
1/2" only.

GASOLINE FILTER
1/2" inlet-outlet
NEW

BILGE SNIFFER
THE ONLY SAFE WAY—NEW

HAND BILGE PUMP
NEW

SUB-MERGIBLE PUMP

Heavy Duty
FLOAT SWITCH

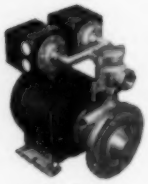
GROCO MARINE ELECTRIC FAN
Voltages, 6, 12, 32
110-DC & AC
10" Volume flo
Wall Mounting
QUIET

ALL NEW SEA COCK

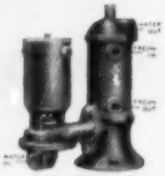
GROCO—QUALITY STRAINERS
Sizes: 1/2"-2 1/2" Single
1/2"-2" Duplex
THE ORIGINAL

C-1 WATER SYSTEM
5-18 lbs—NEW

GROCO
CATALOG—50¢


20-40 lb.
WATER SYSTEM
Double switch Extra
TYPE—E

Low Price
Type E and F
HAND TOILETS


REFRIGERANT COOLERS

New Low Price CIRCULATING PUMP for various uses

TYPE D
The Famous
CROCO
Combination Hand and Electric Toilet

GROSS MECHANICAL LABORATORIES
1530 RUSSELL STREET BALTIMORE 30, MARYLAND

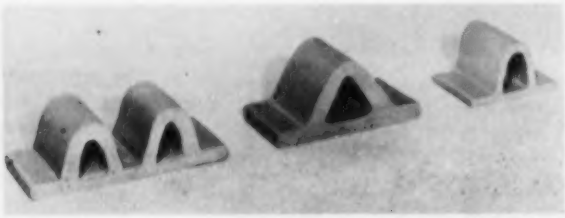
A 24' auxiliary centerboard sloop imported from Holland by HARRISON FARRELL, 24 Carman St., Massapequa, N.Y., called the Duet, sleeps four, has head and galley. The mast is hinged above deck. Bare hulls, sub-assembled units and plans are available

STANDARD PRODUCTS OFFERINGS

► StanPro Dock Bumpers and sliding window channel are manufactured by the Standard Products Co. The new flexible window channel is designed for marine use, with the glass riding on a heavy-gage nylon strip rather than fabric or felt. The other materials used are chosen and treated to prevent rust, leaks and rattles.

The StanPro Dock Bumper is made of heavy-wall, light gray natural rubber, and tends to "weather etch" itself clean, to keep it from marking a white-painted hull. The bumper is made in strips and can be installed on piling or floats to provide cushioning action. It is available in three qualities: Good—regular single hump for outboards and small boats; Better—heavy-duty single hump designed to fit a 2-by-4; and Best—heavy-duty double-hump for heavy piling and boat cradles.

STANDARD PRODUCTS CO., Port Clinton, Ohio.



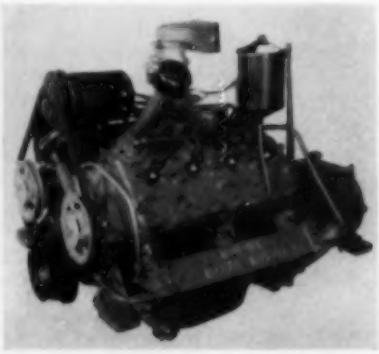
Three sizes of Standard Products dock bumper

MOHAWK CONVERSIONS FOR FORDS

► Mohawk provides either completely converted and tested marine conversions of Ford V-8 automotive engines or a conversion kit to be applied by the purchaser to his own Ford engine. Parts of the Mohawk engine such as fuel pump and carburetor are authorized Ford factory rebuilt.

Featured in Mohawk conversions is their marine alloy called "Seametal" which is said to be stronger than iron and 65% lighter.

MOHAWK MARINE MOTORS, 12-94 Plaza Rd., Fairlawn, N.J.



Mohawk supplies either the converted Ford V-8 engine or conversion kits

Lehman conversion of Ford and Mercury V8s are rated at 132, 140, 162 and 182 hp.

LEHMAN MAKES CONVERSIONS OF FORD MOTORS

►Conversions of a complete range of 4, 6 and 8 cylinder modern overhead valve engines produced by Ford Motor Co. are included in the current Lehman line.

Largest of these "Econ-O-Power" models is based on the 1956 Lincoln engine and develops 285 hp. with a weight of 1008 lbs. Conversions of Ford and Mercury V-8s are rated at 132, 140, 162 and 182 hp., respectively. Built from the Ford 6 is a model capable of 118 hp.

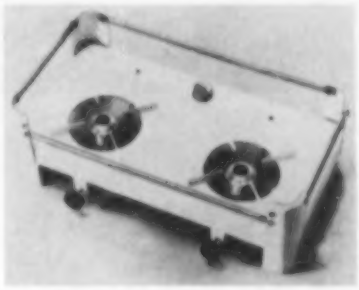
LEHMAN MFG. CO., 972 Broad St., Newark 2, N.J.

KREFFT GAS-ELECTRIC REFRIGERATOR

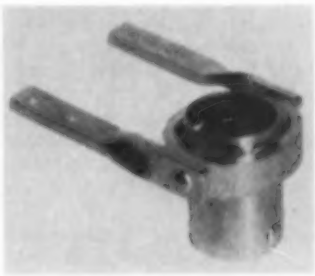
► A refrigerator that can be operated by dockside electricity, and switched over in 10 seconds to butane gas cooling for cruising, is the Krefft Convertible, offered by Norco Sales. The shift-over from gas to electricity requires simply removing a butane exhaust tube from the top of the refrigerator and inserting an electric plug-in. A kerosene-electric model is also available.

The Convertible has a panel of automatic controls, including Butane Temperature Control, Safety Control Button and Automatic Ignition Switch. The refrigerating unit is said to operate silently, with no moving parts, and to be economical of both gas and electricity, in both the 2.8 and 3.9 cu. ft. models. Features of the box include vitreous glass lining, four full-width shelves, two door shelves, vegetable crisper, drip tray and three ice cube trays. Electrical current may be either a.c. or d.c.

NORCO SALES CORP., 1263 Westwood Blvd., Los Angeles 24, Cal.



Perko marine accessories, to be seen at the New York Show, include 90 new items. One is the Galley Slave alcohol stove, white - enamelled with brass tank, burners and guard rails, and gravity feed design



A low-priced fishing rod socket with a gimbal ring will be featured. New but not shown are a swivel type Helmsman's Seat and Foot Rest, Cockpit Step and Air - Scoop portlight. PERKINS MARINE LAMP & HARDWARE CORP., 1940 Pitkin Ave., Brooklyn 7, N.Y.

In case you've ever wondered just what "dreamboat" means, here's one. The builder is DREAMBOAT MFG. CO., Box 628, Kissimmee, Fla. This is their 25' o.a., 8' beam Vacationer, sleeping four with shower, galley and the works. The Sunliner, 30' long by 10' beam, has a private stateroom and full double bed. (Note —not to be used for trans-oceanic navigation)

NEW SHEET WINCH BY OLSEN

► A sheet winch that is silent, has two speeds, and trims in or out, is built by the Olsen Marine Products Co., in either stainless steel or bronze. It is said to make no noise when handing-in slack line. For high speed trimming the handle is used on the top shaft, and for the heavy hauling of the last few inches, or feet, it is shifted to the bottom, low-geared shaft. When easing out, the winch can be turned counter-clockwise, keeping the sheet under full control even under heavy strain.

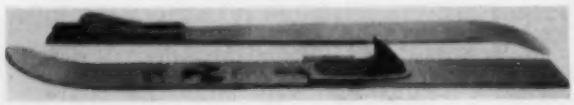
OLSEN MARINE PRODUCTS CO., 4th & Chesapeake Aves., Annapolis, Md.

Olsen's V-100 Viking silent two-speed, two-way trim winch (right) can be used on yachts 30' to 40' handling up to ⅝" line. The V-200 is for 40' to 60" boats, handles 1" line

TEMPO MAKES PAINT TOUCH-UP EASY

► Painted surfaces may be kept looking clean and colorful with Tempo Instant Spray touch-up paints made by Tempo Products Co. Sprayed on from a can, Tempo marine finishes total 46 items, from bronze bottom paint to spar varnish. This year the company has introduced seven new marine finishes, including factory-approved colors for 1956 Johnson, Evinrude, Ward and Goodyear outboard motors, and a gold enamel, a substitute for gold leaf.

TEMPO PRODUCTS CO., 2075 E. 65th St., Cleveland 3, Ohio.



Cove-Craft presents the new Aqua Sport Double Slalom Ski; multiple-laminated flexible skis with triple fins and safety bindings, at $48.50. Another Aqua-Sport first is the shoe-ski, free-ski combination, strictly for experts, who step out of the free ski when planing speed is reached. COVE-CRAFT, INC., P.O. Box 245, Laconia, N.H.

The 25-hp. Buccaneer Deluxe is offered in both manual and electric-starting models

BUCCANEER OUTBOARDS IN EIGHT MODELS

► Buccaneer outboards for 1956 come in eight models, ranging from 3 to 25 hp. Smallest is the 3 hp. Deluxe, a 30 lb. motor whose ½ gallon fuel tank provides 1¼ hrs. of full throttle running.

The 5 hp. Buccaneer is available in standard or Deluxe models. The latter is adaptable for remote fuel and control systems, and has full gear shift.

Standard and Deluxe versions of the 12 hp. motor both have full forward-neutral-reverse shift. Remote fuel tank is regular equipment on the Deluxe and adaptable to the standard. Electric starting is available at extra cost in a 12 hp. model.

Largest of the Buccaneers is the 25 hp. Deluxe which is offered in both manual and electric starting models. Full gear shift and a 6 gal. separate fuel tank are regular equipment. The fuel system features an automotive type pump and suction feed.

GALE PRODUCTS, Galesburg, Ill.

BLUE STAR ALUMINUM BOATS

► Due to the popularity of their 15' Super Chief line of aluminum boats, Blue Mfg. Co., Inc., has added five new models which are basically the same as the 15-footers, with wide transoms and a beam of over 5'. These new boats include a Standard 12' with three seats, a 12' Utility with long forward deck, two models in the 14' Super Chief series —a three-seat fishing boat and an all-new runabout—and the 15' Super Chief Riviera. The runabout, which may be controlled from either forward or after seat, has two-tone upholstery and will handle up to and including a 30-hp. outboard. The Riviera is 3" deeper than the other 15' models, and will handle motors up to and including 55-hp. In addition, Blue continues to build the 12' and 14' Warriors and Chieftain.

BLUE MFG. CO., INC., 2221 N. Main, Miami, Okla.

New this year are the Brinktun T-39 Single Hook Folding Ladder and the S-34 Swivel type, which comes with two, three, or four steps. Also new, but not shown is the rigid line of aluminum ladders. BRINKTUN INC., 710 N. 4th St., Minneapolis

New in '55 better for '56

DRISAIL®

OUTSAILS AND OUTSELLS THEM ALL

This fine sail fabric which has proved itself in the keenest competition to be the winner in '55 will be without a doubt the oustanding sail cloth in 1956. It is flexible, holds its shape and is water repellent. In fact it is a perfect sail cloth.

Available in a full range of weights at leading sail makers throughout the world.

Order now for early spring delivery.

Drisail
A Lamport Fabric

ALEXANDER LAMPORT & BRO.

350 BROADWAY • NEW YORK 13, N. Y.

CHICAGO CLEVELAND DETROIT LOS ANGELES CABLE ADDRESS: ALAMBRO

NOTHING AHEAD . . . BUT FUN!

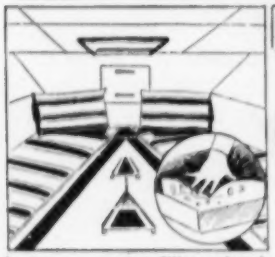
Here's real boating pleasure! Sizzling speeds, maximum stability, beautiful handling, unsurpassed seaworthiness—and best of all—no maintenance.

Duratech All-aluminum boats are available in all sizes and prices—from 48 lb. Prams to 15-foot convertible top runabouts. And they're guaranteed puncture-proof, watertight and for salt water use.

Send for free 1956 twenty-page catalog

DURATECH Aluminum Boats

DURATECH MANUFACTURING CORPORATION
PLEASANTVILLE, N. Y.



Firestone FOAMEX

CUSTOM MADE FOAM RUBBER BOAT CUSHIONS & MATTRESSES

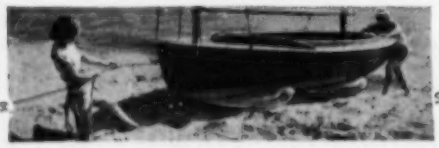
Now . . . perfect fitting, extremely comfortable foam rubber boat cushions and mattresses that won't water-log or lump up. FOAM FAIR solves any boat owner's problem. We specialize in made-to-specification foam rubber bunk mattresses, cockpit cushions and dinette seats. Covered in U.S. Naugahyde . . . the finest in vinyl plastic upholstery or heavyweight Duck cloth . . . guaranteed water and mildew proof, chip and crack proof. Choice of 8 no-fade colors to match your boat . . . Yellow, White, Ivory, Green, Red, Grey, Blue or Brown.

Typical Size: 24"x76"x2½" ..... only $37.50

FOAM FAIR
2619 Atlantic Ave. Brooklyn, New York
Orders shipped F.O.B. Brooklyn, N.Y.

Inquiries Invited . . . Send us your cushion & mattress dimension needs. We'll send you our low price by return mail. Dept. YA.

AIROLLERS NOW! Beach Your Boat On A Cushion Of Air!



Airollers roll even the heaviest boats over rocks, sand or mud with incredible ease — protect hull and paint. Soft, lightweight, mouth-inflated, canvas-rubber lined cylinders, Airollers also make perfect fenders, buoyancy tanks, life preservers, emergency buoys.

Outboard Airoller	boats to 700 lbs	$ 9.95 each
Starndard Airoller	boats to 1200 lbs	$15.00 each
"Super Tuff" Airoller	boats to 1800 lbs	$20.00 each
Cruiseroller	boats to 3000 lbs	$37.50 each

At Your Dealers, or Write for Descriptive Folder
THE AIROLLER CO. · 12 Broad St., Guilford, Conn.

The 16′ one-design Rebel Class racing sloop is the best known of the Ray Greene-built Fiberglas plastic craft

RAY GREENE PLASTIC BOATS

► The 16′ Rebel one-design class of racing sloops, 6′6″ beam with 166 ft. of sail, is the principal production item among a number of sailing, rowing and outboard boats produced by Ray Greene. With the molding-in of Fiberglas seats and flotation tanks, all wood has been eliminated from the new Rebels except for the tiller and floor boards. Fiberglas Snipe hulls, recently authorized by that world-wide class of several thousand 15′ racing sloops, are being added to the Greene output, and they expect to bring out a 24′ Fiberglas sloop shortly. Smaller plastic craft produced by the Greene firm include a 10′ sailing dinghy, a 14′ outboard hull and a variety of rowing dinghies.

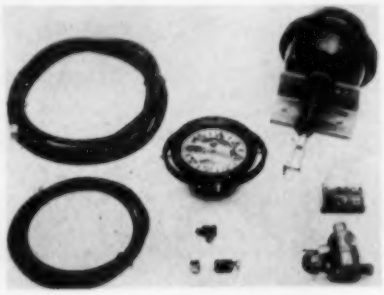
RAY GREENE & CO., Byrne Rd. at South St., Toledo 9, Ohio

The Luther Admiral trailer has retractable wheels

LUTHER ADMIRAL BOAT TRAILERS

► Retractable wheels, which lower the entire trailer bed for easier launching, are a feature of the Admiral trailers built by the Luther Corp. This Model 856 is of A-frame construction with torsion bar suspension, self adjusting rollers, winch, 4.00 × 8 four-ply tires, and an optional spare wheel. Capacity is 800 lb., lengths 14′, 15′ and 16′. Model 756 is similar but without the retractable wheel feature. Model 556 is of 500-lb. capacity, handles boats up to 13′, and sells for $79.95.

LUTHER CORP., 159 Morgan St., Rockford, Ill.



Cowelco, manufacturer of the Quartermaster Automatic Pilot, offers a build - it - yourself pilot for one who is handy with tools. COWELCO, 1634 West 14th St., Long Beach 13, Calif.

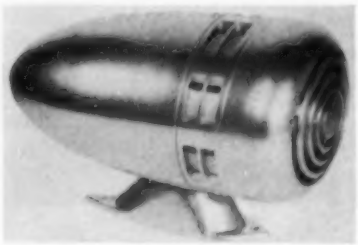
The Airguide Marine Compass is of spherical design

AIRGUIDE MARINE INSTRUMENTS

► Compasses and speedometers are marine products of the Airguide Instrument Co. The Airguide Marine compass, selling at $15, is a spherical type with flat, black card and 5-degree white markings. The card magnet is Alnico V alloy. Lubberline is very close to the card, minimizing steering error. Red under-dial lighting is provided for night use. Case and bracket are aluminum; overall dimensions 3¾" wide by 4¾" high.

Airguide's marine speedometers are available in four speed ranges, up to 15, 30, 45 and 75 m.p.h. respectively, and in transom, single through-hull and double through-hull mountings. They are designed for easy, accurate reading at low as well as higher speeds.

AIRGUIDE INSTRUMENT CO., 2210 Wabansia Ave., Chicago 47, Ill.

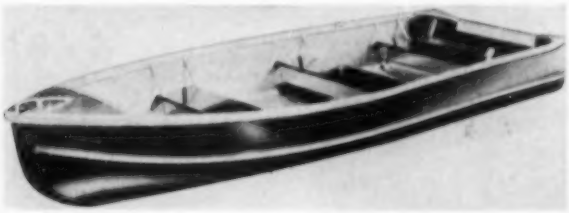


The Auto-Matic boat siren doubles as a burglar alarm

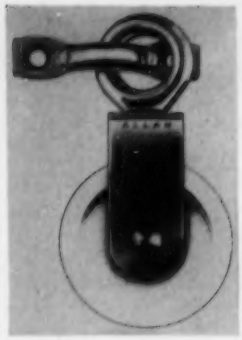
BOAT BURGLAR ALARM AND SIREN

► A siren which doubles as a seagoing burgler alarm and a signal for other purposes is offered by Auto-Matic Products. Wired up to a boat's hatches, cabin doors and other points of possible ingress, this siren sets up a howl if harbor pirates come sneaking around to loot or steal your unattended boat. At other times it performs such normal functions as summoning the club launch or acting as emergency foghorn. Three models are available, of different sizes and tones, using voltage from 6 to 110, priced from $35 to $65.

AUTO-MATIC PRODUCTS CO., 2311 Indiana Ave., Chicago 16, Ill.



The new 14' aluminum Richline Challenger has 5' beam, and the transom is 52½" wide and 23" deep. The deep-V design is said to make her a good boat in rough water, and five skid rails, plus a double-riveted planing bottom, help make the boat fast and maneuverable. RICHLAND MFG. CO., Richland, Mo.



The AllaNew swivel eye tiller rope block (left) has stainless steel yoke, nylon sheave with Monel pin, and Oilite bearing. The strap is of forged stainless steel. Said to withstand rigid shock tests, it lists for $1.75

Also new are the white brass oarlocks made of a new alloy; plain model is $2.50; triple-chrome plated, $3.50. ALLAN MANUFACTURING CO., 400 Duffy Ave., Hicksville, N.Y.

POWERHOUSE ADAPTER CONVERTS DRILL

► A new Powerhouse Adapter that converts an electric drill into a sander is made by Douglas Scott Corp. The adapter is said to provide a motion which simulates hand sanding and polishing. The adapter may also be used for polishing or rubbing down a painted or varnished finish. The unit comes in a kit, selling for $14.50, which includes the power unit, cushion pad, lamb's wool buffers, sanding discs, adhesive, brush, and a drill chuck adaptor.

DOUGLAS SCOTT CORP., 3931 W. 150 St., Cleveland 11, Ohio

The new Balko trailer has a number of novel features

NEW FEATURES IN BALKO TRAILER

► A boat trailer with some new features is to be introduced at the Chicago show by Balko, Inc. Designed to carry boats up to 18′ long and 1500 lbs., the Balko trailer has a hydraulically-operated collapsing axle which raises the carriage to conventional road-transit height and lowers it to ground level for loading and launching. Hand or electric control of the hydraulic lift is optional. A patented loading carriage is said to carry the boat on or off the trailer, without roller adjustments, in a one-man, dry-shod operation.

BALKO, INC., Ladysmith, Wis.

The 16′ Cruisette is one of the complete line of Fiberglas boats and canoes which range from a 12′ auto boat to an 18′ cruiser, built by MUNRO BOATS-MOTORS LTD., 250 Springbank Drive, London, Ont.

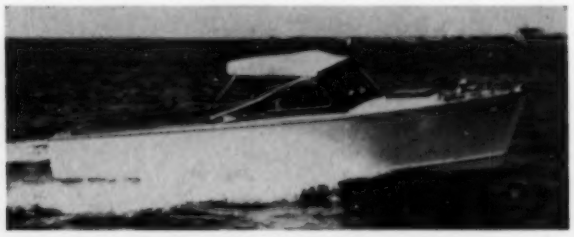
The Phillips Swing-Over Mount for outboards is said to fit any outboard or auxiliary craft without alteration to the transom, to make the motor accessible for repairs, to be quickly detachable, and to reduce noise, vibration, odor and drippings inside the boat. Offered by the EYNON - DAKIN CO., 9900 Freeland Ave., Detroit 27, Mich.

SUMNERCRAFT BUILDS FOUR MODELS

► Lower lines and greater sheer are featured by the Sumner Boat Co. in its new 23′ and 26′ cruisers and sport fishing skiffs. Sumnercraft builds four models, all with Compoglas hulls—a patented construction of orthodox strip planking sealed in Fiberglas which is said to be leakproof, rot and worm resistant.

The three-year-old company is now established in new bayfront quarters at Amityville, Long Island, where they have all models of their craft on display. The 26′ cruiser, which sleeps four, and a 23′ Sumnerskiff with choice of Navy top or shelter cabin will be shown at the New York show.

SUMNER BOAT CO., Amityville, N.Y.



The wood-fiberglas 23′ Sumnerskiff

KING PRESERVATIVE AND WOOD SEALER

► Permodip and Grain Tame are new products offered by E. & F. King & Co., Inc. Permodip is said to be the answer to problems of wood preservation and is formulated to prevent dry rot, termites, carpenter ants and other pests. A clear preservative which will not stain wood, Permodip can be varnished or painted over. Another feature is the stabilization of wood dimensions by sealing out weather.

Grain Tame is a new sealer used to penetrate and seal pores of wood, thus preventing grain raising and wood checking. A sealer-surfacer for marine and exterior plywood and soft-grain woods, it provides a smooth foundation for paint, varnish, or enamel. It comes in two types: clear and pigmented white.

E. & F. KING & CO. INC., Norwood, Mass.

The new Victor mooring buoy, light-weight, non-sinkable and painted with International Orange, is 12″ sq. and weighs 6 lbs. It is made of styrofoam with drop-forged hardware, and is designed to float 50′ of 5/16″ or 30′ of 3/8″ galvanized chain. The price is $14.95. JAMES BLISS & CO., INC., 342 Atlantic Ave., Boston, Mass.

THISTLE and HIGHLANDER

In just a few months the thousandth Thistle will be launched. It will not be just a boat with the number 1,000 on the sail, but actually the thousandth Thistle to be built and put into use. Something like two million dollars will have been spent for Thistles and Highlanders. Why have so many spent so much for small sailboats? There must be something to these boats, something which may not meet the eye at first glance.

There is, and the "something" is the complete satisfaction which comes from sailing the best. It used to be that for comfort and seaworthiness you had to buy a heavy old tub, while for speed a racing machine was needed. Two boats. Recent developments in plastics and metallurgy have permitted advances in boat design and construction which now let one boat serve the entire family as both racer and day sailer.

We believe you will find the Thistle and the Highlander to be outstanding examples of the latest and the best in small-boat design. Although their popularity is based on family use they are superlative performers as they have proved many times in competition. Their story is well told in the official account of the 1954 YACHTING One-of-a-Kind Series where, in a fleet of 27 boats representing many of the world's best racing classes, the Thistle placed second and the Highlander tied for third:

"The Thistle and the Highlander—each showed superb all-around ability. They did well in all types of weather, both planed well when it blew but never relied on planing ability to excel—both were designed to provide room, comfort and safety, which desirable features have been combined with ability to sail with the hottest classes afloat." (Excerpt from "The One-of-a-Kind Series" by Robt. N. Bavier, Jr., in YACHTING, November, 1954.)

Here, then, are the outstanding American small boats, the best value you will find for the money, the first choice for that new club racing fleet.

LET US SHARE THE COST — DO IT YOURSELF WITH A DO IT YOURSELF KIT.

See these boats at the National Motor Boat Show.

WORLD-WIDE DISTRIBUTION

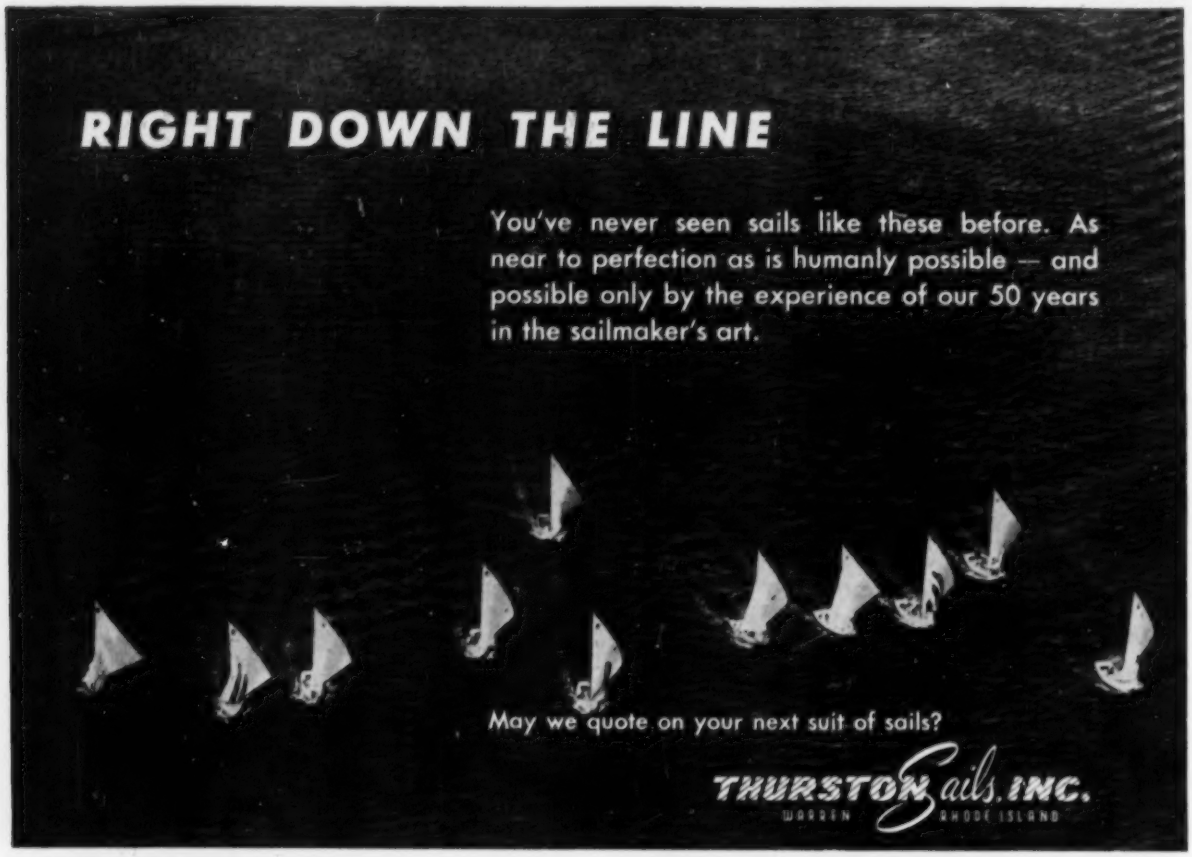
THE FOLLOWING DEALERS ARE AT YOUR SERVICE:

Ala.	S. Y. CALDWELL, 129 Glenview Drive, Birmingham.
Cal.	*CLAWSON BOAT WORKS, 4881 North Blackstone, Fresno.
	*HOLLAND BOAT WORKS, Old Bayshore Highway, Burlingame.
	*SCHOCK BROTHERS, 504 29th St., Newport Beach.
Conn.	J. BINKLEY CONNOR, Candlewood Shores, Brookfield.
	W. H. LINEBURGH & OLSEN MARINE CO., 76 Ferry Blvd., Stratford.
Fla.	GEORGE CURTIS, Box 1131, Fort Myers.
	EARNEST A. ZILLESSEN, 232 Tacoma Lane, Palm Beach Shores.
	HOWARD KING, 1508 San Remo, Coral Gables.
Ga.	CUTTER'S INC., 1965 Buford Highway, Atlanta.
Ill.	GEORGE S. HAMILTON, The Highlands, Bartlett.
	DALE ZIMMER, 1200 South 21st St., Decatur.
Ind.	LEW & CURTIS GERBER, 1602 West 6th St., Mishawaka.
	FLETCHER P. KING, 3504 East Fall Creek Pkwy, Indianapolis.
Ky.	WM. R. SIMS, 6602 Southside Drive, Louisville.
La.	*F. W. MEYER, Box 188, Blanchard.
Md.	JOHN C. BURGGRAF, 3333 North Charles St., Baltimore.
	EARL ZEPP, Oakland Lumber Company, Oakland.
Mass.	J. H. WESTERBEKE CORP., 35 Tenean St., Dorchester 22.
Mich.	BOSTON YACHT SAIL CO., 34 Riverside Drive, Mt. Clemens.
	J. M. DOLLENMAIER, 2126 Center Ave., Bay City.
	WALT STEWART'S BULL LAKE BOAT WORKS, Richland.
Miss.	CHARLES A. BREATH, Jr., Bay St. Louis.
Mo.	HARBOR POINT BOAT & DOCK CO., A-20 Railway Exchange Bldg., St. Louis
N.J.	NEW JERSEY YACHT SALES COMPANY, Rt. 35, Point Pleasant.
	PROSPECT POINT BOAT YARD, Lake Hopatcong, Wharton.
N.Y.	DONALD A. BEVERAGE, 70 Enola Ave., Kenmore 17.
	WM. CIEMBRONIEWICZ, 1138 Crane St., Schenectady.
	CROWSNEST YACHT BROKER, Ray Feibusch, 3128 Emmons Ave., Brooklyn. (Hi 8-4146)
	GOLDSMITH'S BOAT SHOP, Founder's Landing, Southold, L.I.
	HALESITE YACHT SERVICE, Halesite, L.I.
	A. LESTER HEYER, Carlton Road, Briarcliff Manor.
	ALLAN HOLSTROM, 551 Spencer Road, Rochester 9.
	M. RAYMOND KALLMAN, Lumber Road, Roslyn, L.I.
	TED LAYMAN, Wanaksink Lake, Rock Hill. (250 W. 24th St.)
	G. J. LIPPMAN, 144 Ocean Ave., Amityville, L.I.
	ORIENTA MARINE CORP., 500 Rushmore Ave., Mamaroneck.
	*DOUG WESTIN'S BOAT SHOP, River Road, Sayville, L.I.
N.C.	GEORGE T. LAWVER, c/o ALAMANCE COUNTY HOSP., Burlington.
Ohio	JAMES ADDISON, 215 West Harrison Ave., Maumee.
	ROBERT B. BOIES, Box 391, Hamilton.
	HIGHLAND BOAT CO., 237 Valleyview, N.W., Canton.
	JUDSON T. ORTMAN, 2817 Clifton Road, Columbus 21.
	SPAHR BOAT COMPANY, Atwood Lake, Sherrodsville.
Pa.	HARTLEY P. DERMOND, R.D. #2, Sharon.
	ARTHUR E. WERE, 575 Valley View Road, Springfield.
Tenn.	R. S. COCHRAN, 6201 Jocelyn Hollow Road, Nashville.
	FRANCIS COLE, 1375 Goodbar Ave., Memphis.
	JOHN D. MARTIN, Jr., Union Planters Nat. Bank Bldg., Memphis.
	W. C. ROBERTS, 330 Volunteer Bldg., Chattanooga.
Tex.	O. C. BAILEY, 521 South Water St., Corpus Christi.
Va.	CHARLES V. BOYKIN, Pirates Cove, Armstrong Point, Hampton.
Wash.	*PORT MADISON BOAT SHOP, Rt. 1, Box 638-A, Winslow.
Can.	*MARRIOTT'S COVE YACHT BUILDERS, Box 77, Chester, N.S.
Africa	*D. G. MITCHELL, 28 8th Ave., Parktown North, Johannesburg.
Eng.	*MEDINA YACHT CO., Ltd., Cowes, Isle of Wight.
Hawaii	W. C. BALLINGER, 614 Wailepo St., Lanikai.

** DENOTES A BUILDER*

DOUGLASS & McLEOD, INC.

BOX 311 PAINESVILLE, OHIO



The Turret Seaguide, one of two DFs from Turret Marine Direction Finder Co. is a small outfit with self-contained batteries. The equipment is designed to withstand weather and spray. It can be mounted on a flat surface or on an equalizing mount which keeps the set vertical when the boat heels. TURRET MARINE DIRECTION FINDERS, 48 Gainsborough Rd., Scarsdale, N.Y.

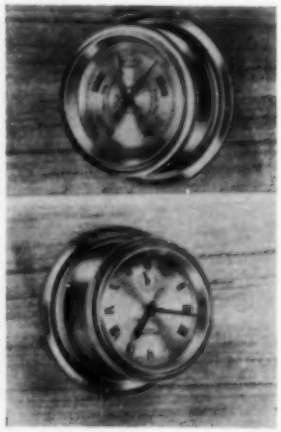
BRITISH MARINE PRODUCTS LTD.

► Among the varied items offered by British Marine Products Ltd. is a miniature fireplace for cruisers. The Simpson-Lawrence Miniature Yacht Fireplace recesses into a bulkhead and burns coal, coke briquettes, or wood. The tiled front frame, ashpan, and canopy are stainless steel. Width is 14½", height 25". There is a choice of brass or stainless steel mountings at $114 and $125 respectively. A smaller and a larger size are also available.

A bottled propane gas cooker available from this firm has two regular burners and a broiler on top, plus a fully insulated oven thermostatically heat controlled. It also has a splash plate and rail, and is finished in vitreous enamel. A smaller unit, two burners and oven, measures 21" wide, 15" high and 13¾" deep.

Other items are Rockall Yachtwear made of windproofed and waterproofed sailcloth; Eascolyte self-igniting raft or life buoy safety light that rights itself as it hits the water and lights automatically; a small cabin hanging lamp; a friction type patented skylight and hatch opener; teak steering wheels; matching miniature clocks and barometers with solid cast bezels and beveled plate glass, and Tuphblox and Tuphfittings.

BRITISH MARINE PRODUCTS LTD., 80 Shore Road, Port Washington, N.Y.

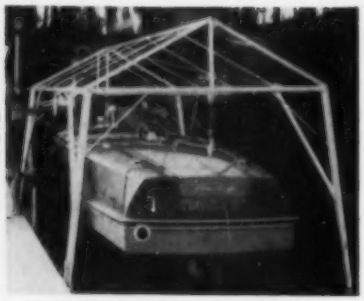


British Marine matching miniature clock and barometer come in 2½" and 3½" diameters

SHIP AHOY FEEDER FILTER

► An all-plastic Feeder-Filter has been added to the line of Ship Ahoy Marine Chemicals by the Dakoline Chemical Co., Inc. Made of clear plastic, and available in all standard sizes, this Feeder-Filter is said to eliminate corrosion and rust in marine engines, salt-water pipes and tanks.

DAKOLINE CHEMICAL CO., INC., 357 Atlantic Ave., Brooklyn 17, N.Y.



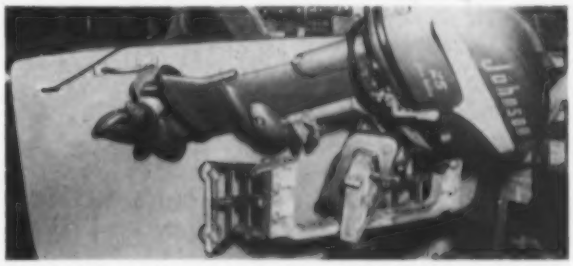
Hopers boat hoists Nos. SBH-300 and SBH-400 are telescoping steel pipe structures powered with ½-hp. electric motors to handle 17' to 24' boats. Other models, by HOPERS, 51 Second St., SE, Hartley, Iowa

NEW THUNDERBIRD CRUIING RUSNABOUT

► The new 17'4" fiberglass Warrior announced by Plastic Fabrications, Inc., has a sealed double bottom, housing longitudinal stringers and providing flotation. Another sealed flotation chamber, independent of the bottom chamber, is located forward. Featuring a large double berth, fore hatch, and toilet as standard equipment, the Warrior employs some unusual arrangements to accommodate these items. To make up berths the hinged driver's seat folds forward to meet a raised berth section under the foredeck. When made up, the berth is 7' long by 59" wide. The toilet, of the disposable bag type, is molded into the fore section of the berth and has a fiberglass cover. A large hatch is located on the foredeck and is so arranged that it can be used for fishing, hauling in the anchor, etc., without the necessity of standing on deck.

PLASTIC FABRICATIONS, INC., 940 S.W. 69th Ave., Miami 44, Fla.

Thunderbird Warrior has 6'11"-long cockpit aft of driver

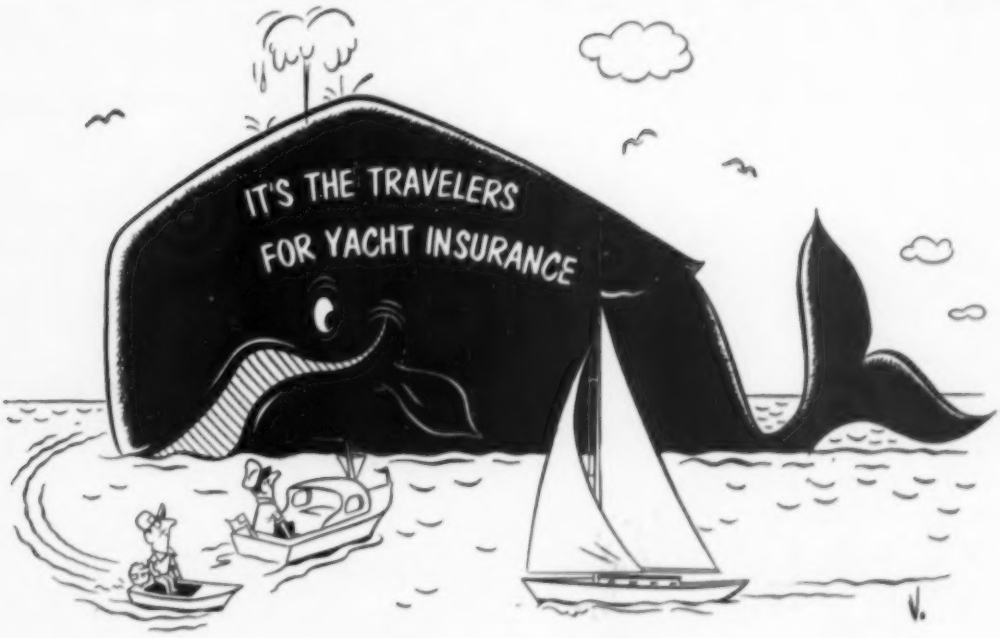


Magic Tool Motor Mounts facilitate work on lower units

MAGIC TOOL ADDS NEW MOTOR MOUNTS

► Magic Tool now offers six models of Outboard Motor Mounts, all with exclusive new features for 1956. Mounts are made for both single and dual installation and are of heavy-duty construction which has been tested under a 2515-lb. load pressure test. Depths from 10" to 19" are available and the 19" mount is adjustable. The new Magic Rubber Cushioned Swivel Mounts are designed to make it easy to change shear pins or repair motor shafts without lifting the motor. New shims make it possible to use these mounts on boats with curved or flat transoms of any pitch.

MAGIC TOOL INC., 7800 A St., Hayward, Calif.



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THE TRAVELERS FIRE INSURANCE CO., Hartford 15, Conn.

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The Universal Chart Board is a drafting machine attached to a board holding standard charts. At top of board is a time-speed-distance calculator. The machine reads reciprocal and beam bearings directly. Price is $39.95. EASTERN MARINE SUPPLY CO., Farmington, Conn.

SID-CRAFT RACERS ALL NEW

► Four new models built to A.P.B.A. specifications are being offered in 1956 by Sid-Craft. The 11-footers, in the AU and BU class, will seat 4, while the 13′ CUs and DUs are rated for 5 persons. All are mahogany-ply planked, the AU and BU on mahogany frames, while the CU and DU have oak frames and stringers, with oak-reinforced transom. The smaller boats have 3-ply decks with 5-ply sides and bottoms, and the 14-footers are 5-ply throughout.

SID-CRAFT BOATS, Rt. 43, Player Ave. & U. S. 1, Nixon, N. J.

Sid-Craft models built for speed

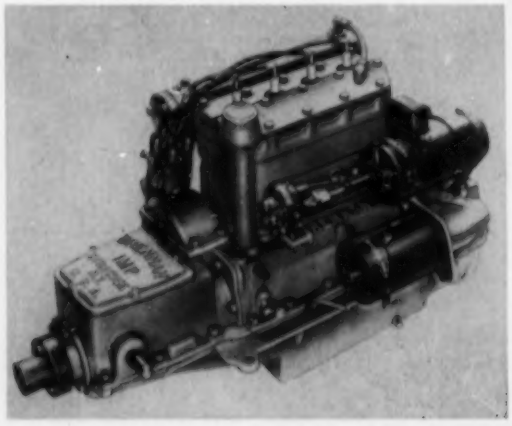
BRENNAN AGAIN FEATURES "IMP"

► Ten models ranging from 5 to 200 hp. will be offered as the 1956 line of Brennan marine engines.

The featured "Imp" is a 4 cylinder, 30 hp. motor which is now available in either direct or reduction gear drive.

There are also a new light weight 100 hp. "six"; the 318 cu. in. Fisherman Four with a rating of 35-50 hp.; four valve-in-head DeLuxe "sixes", two with 415 in. displacement and two with 500; and a big "six" offered in either 620 or 765 cu. in. versions.

BRENNAN MOTOR MFG. CO., 110 S. Townsend St., Syracuse 2, N.Y.



The Imp is a 4-cyl., 30-hp. motor with optional reduction gear

The Doane Armorglas 18 Outboard Cruiser has a 7′ beam

DOANE ARMORGLAS 18 SLEEPS TWO

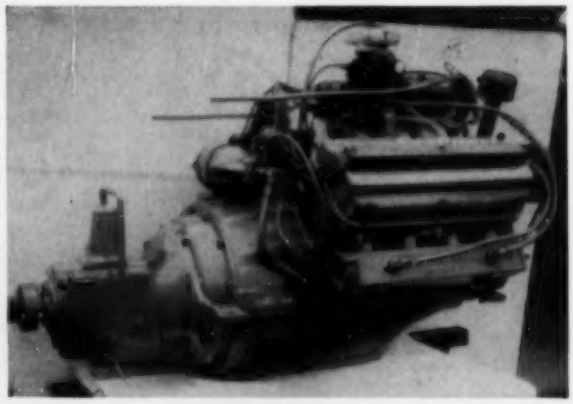
► The Doane Armorglas 18 Outboard Cruiser, built by Doane Marine Works, is designed with a deckhouse-type cabin with bunks forming face-forward seats, and hinged flaps on the after bulkhead and door which open cabin to full usefulness. There is 5′ headroom and accommodations for two, a galley, and toilet. The hull is V-dory design with 3″ spray deflectors. Doane-designed hawse pipes and deck rope locker are featured. Water and gas tanks are hull sections, Fiberglas lined. Outboards of 25 to 40 hp. can be used, with speeds up to 25-m.p.h. This new boat is available also as a kit and can be had for inboard or outboard power. The Doane line includes other models, 14′ to 23′ long, and prices starting at under $200 for kits.

DOANE MARINE WORKS, Shippan Point, Stamford, Conn.

ANGLER NEW 1956 MODELS

► A King-Size Angler designed for heavy loads or rough water is one of the 1956 offerings of the Angler Boat Co., Inc. Available as a utility or deluxe model, this boat is 14′ long and may be had as a forward-drive model. Angler also offers several models of their 12′ boat. Angler boats are constructed with an envelope of heavy vinyl chloride plastic around the boat between the inner and outer plywood planking, to prevent leaking.

ANGLER BOAT CO., INC., Penn Yan, N.Y.



The Stokes Chrysler Fire-Power Engine

SEVEN NEW MOTORS BY STOKES

► Seven new marine engines have been added to the Stokes line for the coming year—an 8 hp. single, a 12 hp. twin and five four cylinder models: two rated at 25 hp. each, one at 45 hp. and one at 50. Also available will be built-up conversions of Ford, Willys, Studebaker, Olds, Chrysler and DeSoto engines.

Stokes conversion kits and reverse gears will be supplied for various models of Ford, DeSoto, Dodge, Plymouth, Chevrolet, Chrysler, Crosley, Willys, Studebaker and Olds motors.

STOKES MARINE SUPPLY CO., 505 E. Chicago St., Coldwater, Mich.

Compare Construction!
Compare Comfort!
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Little **MARINER**
CRUISERS AND UTILITY BOATS

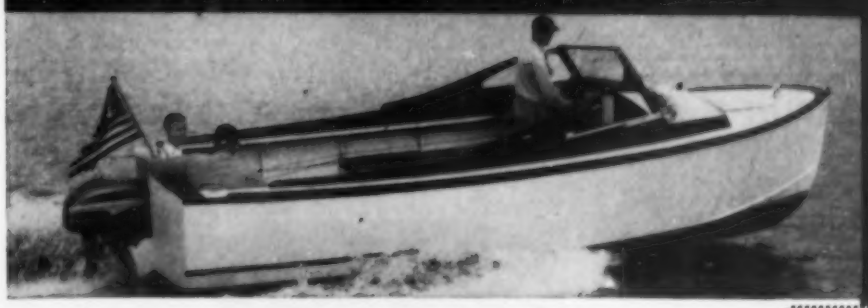
IF VALUE IS WHAT YOU WANT, THIS IS THE BOAT YOU'LL BUY

BAYFARER — 20 Ft. Family Cruiser, Inboard or Outboard Power

LITTLE MARINER—new champion of the 20-Ft. field—proven best by the only test that counts: comparison with every craft in its class. "Big-boat" value is built into these two brilliant performers, and their point by point superiority is backed by fact. From stem to stern, LITTLE MARINER construction reflects the rigid specifications of best ship building standards. The hull plan of both boats is a form developed by professional naval architects.

LITTLE MARINER design means maximum strength with minimum weight, maximum performance at minimum cost—a new high standard of seagoing stamina, safety, comfort, economy and handling ease. See the field, but don't decide until you've tried LITTLE MARINER, the boat that can challenge comparison—with confidence. Write for full information today.

FISHAWK—20 Ft. Utility Boat, Inboard or Outboard Power



FINE-YACHT FEATURES MAKE LITTLE MARINER YOUR BEST BOAT BUY

Twin bunks seat as many as six people in this comfortable, spacious cabin.

Full freedom of movement plus space and equipment for a shipshape galley.

Wide, deep cockpit means safety for children and ample room for fishermen.

Solid stern structure is deck-high for added comfort, safety and strength.

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and furnishings, carpet, draperies, etc. for many other important yachts. Makers of custom bedding that meets a yacht's restrictions of space and shape, with the owner's desire for maximum comfort.

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are now available for
LIGHTNINGS
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and other one-design classes

Note the extreme width and shallow draft. As a saucer offers more resistance to a stream flatwise than a cup of equal area, they have more power. Also: as a saucer can be thrown like a discus better than a cup, they can reach closer to the wind.

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DETTRA MARINE FLAGS

For the outstanding strength and beauty of Dura-Lite Nylon or the popularity of Bulldog Cotton—the name to remember is DETTRA.

Marine Flags of every description: Ensigns, Power Squadron Flags, Jacks, Pennants, Owner's Flags, Yacht Club Signals, House Flags, Merchant Flags of all countries, Code Signals

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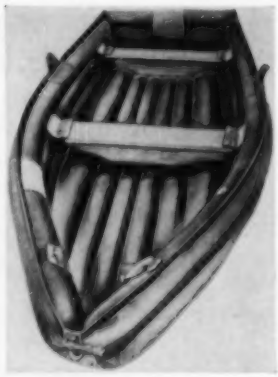
Westach X8 Tachometer for outboard motors

WESTBERG OUTBOARD TACHOMETER

► An electric impulse tachometer designed for practically any one, two, or four-cyl. outboard motor is announced by Westberg Mfg. Co., manufacturer of engine tachometers and industrial speed indicators. Available in either 0 to 6000 rpm. or 0 to 8000 rpm. ranges, this Westach Catalog X8 Tachometer is said to be submersion proof and magnetically shielded; to have no effect on engine performance; and to give accurate readings regardless of the length of connecting cable. Westberg also manufactures a Wind Speed Indicator, operating on a new electric pulse principle, which they say is sensitive to wind velocities of as little as one m.p.h. and records wind speeds as high as 100-m.p.h.

WESTBERG MFG. CO., 144 So. Coombs St., Napa, Calif.

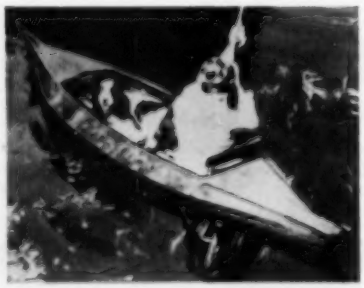


The Airubber Style R-80 Pak-Boat is an inflatable rubber craft. The bottom and each side is a separate air compartment, as a safety factor

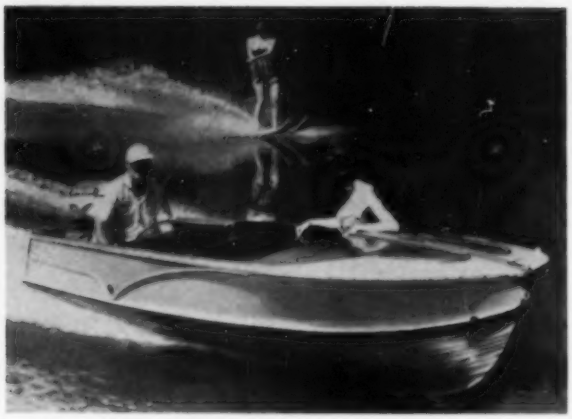
AIRUBBER INFLATABLE DINGHIES

► Inflatable rubber boats are manufactured by the Airubber Div. of the New York Rubber Corp. Styles available include the S-20 one-man boat, weighing 10½ lb. and priced at $50; the S-40 two-man boat, with outboard motor bracket, weighing 28 lb. and priced at $100; and the R-80 "dory type" Pak-Boat, which has a pointed bow, transom stern and two wooden thwarts, weighs 75 lb. and costs $199.50. All come with hand-operated air pumps. Accessories include aluminum oars, various types of pumps, repair plugs and valve caps.

AIRUBBER DIV., N.Y. RUBBER CORP., 100 Park Ave., New York 17, N.Y.



The Kiak - Kanu, canvas covered over a wooden frame, is made in 10', 12' and 14' lengths, weighing 40-60 lbs. and costing $94-$135, by the KIAK-KANU BOAT CO., Pleasant St., Conway, N.H.



Cadillac's plylap Bar Harbor is color styled

CADILLAC ADDS TO ALUMINUM LINE

► A completely new model in three sizes is available for 1956 from the Cadillac Marine & Boat Co's line of aluminum boats, making a total of 12 basic types and sizes, from car-top size to an 18-footer. The Avalon model is now made in 12′ and 16′ sizes, besides the 14-footer introduced last year. In this model, techniques of aluminum fabricating developed by the aircraft industry are used. Aluminum sheets are shaped over large forms by hydraulic tension, which permits the formation of compound curves in the hull. Other new details are a smoother bow, a bow eye, and brackets for a motor safety chain and for oar stowage.

Production of the 12′, 14′ and 16′ molded plywood models has also been increased, and the line of cedar-strip boats is still available.

CADILLAC MARINE & BOAT CO., 1st Ave. & 7th St., Cadillac, Mich.

HAND-HELD, GAS-OPERATED FOGHORN

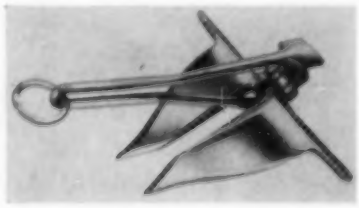
► The Falcon Fog Horn can be heard more than a mile over open water, will deliver 450 two-second blasts without recharging, and its sound output is rated as 110-115 decibels according to the Falcon Alarm Co., which reports the horn is Coast Guard approved. It operates on Freon gas, weighs about 3½ lbs., and consists of a 14″ long gas cylinder and a 6″ long horn and valve assembly. The tank may be recharged with Freon either by the manufacturer or by qualified refrigerator servicemen. Cost of the unit is $28.95. Falcon horns operating on CO_2 or nitrogen gas, and models with larger or smaller cylinders, are available on special order.

FALCON ALARM CO., 243 Broad St., Summit, N.J.

BENSON ANCHOR SNAGPROOF

► The Benson Anchor has a sliding ring for anchor line attachment, designed to ease the strain of trying to free a badly-snagged anchor. The design of the one-piece self-locking deck chock utilizes the same ring to provide a means of locking the anchor securely off the deck yet ready for instant use.

BENSON'S ANCHORS INC., 316 S. Orchard Rd., Syracuse, N.Y.



Benson Anchor has patented ring slide feature

RHODES TEMPTRESS

32′ x 22′ x 8′6″ x 4′6″ Sail area 418 sq. ft.

The TEMPTRESS class, designed by Philip L. Rhodes, is built and imported exclusively by Reisinger Marine Sales. This is the sweetest combination four berth cruiser and middle distance racer you could ever hope for. Her modern rig and Rhodes design assures winning performance. Spacious and airy throughout, headroom in main cabin and galley is a full 6′1″. When you see her you will appreciate her unexcelled construction—a blending of superb European craftsmanship, and best American mechanical equipment such as Merriman stainless steel rigging, sheet and halliard winches, roller-reefing main, and turnbuckles, Wilcox-Crittenden toilet, bilge-blower and electric equipment. Ample auxiliary power is supplied by her 25 h.p. Universal Atomic Four engine. Mahogany planking, oak frames, bronze fastenings, hollow spruce spars, copper tanks, Dorade ventilators, are typical items of her top specifications. Custom features seldom found in a stock boat include a teak cockpit and galley-floor grating of teak, extra large stainless-steel galley and ice box, tinted-glass windows, separate toilet-dressing room between the cabins, foam rubber mattresses, electric cabin, running, masthead and spreader lights, and much, much more. Delivered complete with all equipment including sails, afloat, and realistically priced at only $12,950. ORDER NOW for summer delivery, as prices are subject to change without notice—and production is limited.

Inspect the TEMPTRESS now at our yard, see her at the Chesapeake Boat Show, Baltimore, Feb. 21-26 or phone or write for full particulars, to

REISINGER MARINE SALES CO.
TAPPAHANNOCK VIRGINIA
or
PHILIP L. RHODES
11 Broadway, New York 4, N. Y.
Sales Representative for New York Area

An install-it-yourself Hydrofin Kit can be put on almost any outboard boat from 12' to 16' and is said to increase speed up to 40% and give a smooth ride in rough water. ATLANTIC HYDROFIN CORP., 601 S.W. 2nd Ave., Miami 36, Fla.

KENCO PUMPS

► A new submersible portable dockside pump of 5,000 gal. per hour capacity at low heads has been added to the Kenco line of boat and dockside pumps. This unit, model 110, weighs only 50 lbs., is 13" in diameter by 11¾" high and operates on a ½-hp. motor on 115 or 220-v. current. There is one model for continuous or manual operation, one completely automatic and one that is manually started but stops automatically.

Kenco's Model 101 bilge pump has a new motor of 20% increased capacity and other improvements. Model 101 is only 6½" high, for easy under-deck installation and operates on normal powerboat voltages.

KENCO PUMP DIV., AMERICAN CRUCIBLE PRODUCTS CO., 1305 Oberlin Ave., Lorain, Ohio.

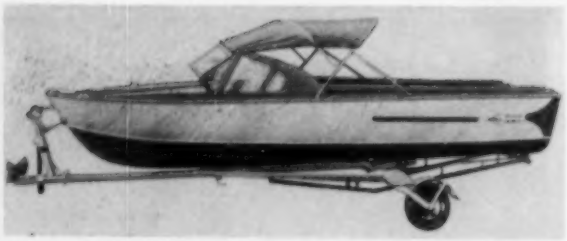
This Young Runabout has 5' beam and weighs 235 lbs.

YOUNG ADDS 14-FOOTERS TO LINE

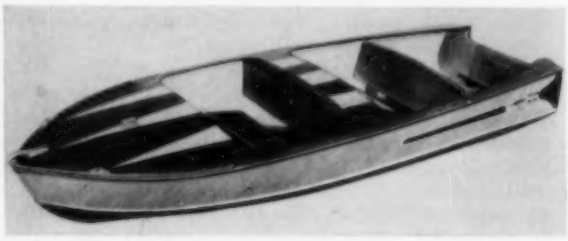
► The following 14' models are added to the line of molded plywood boats made by Young Boat Mfg. Co.: Model 100 Runabout, a center-deck boat accommodating motors up to 40 hp.; Model 90 Fisherman, open model; Model 120 which is the same as 100 with upholstery; Model 130, a double cockpit design; and Model 140, a walk-thru model. Deliveries are immediate on all boats except the 130 and 140, which are scheduled for early spring.

YOUNG BOAT MFG. CO., Raritan, N.J.

Horst Water Bikes have a bicycle frame mounted on all-aluminum pontoons. Moving forward or backward, they will float in 6" of water. All units are guaranteed. HORST MFG. CO., Bellville, Mich.



The new Yellow Jacket Cruisette 15' molded outboard and the 1956 Catalina, in 12', 14' and 15' models, are among boats manufactured by the YELLOW JACKET BOAT CO., P. O. Box 264, Denison, Tex. This firm's boats have five-ply molded cross-laminated aircraft birch hulls; mahogany decking and structural members, reinforced kneeless laminated transoms, E-Z-Ride Shock Absorber Seats



WALTER V-DRIVE IN ALL SIZES

► The most recent product of the Walter Machine Co., Inc., the Walter V-Drive, makes it possible to install an engine in the extreme after end of the boat, thus providing more cabin or storage space. It is said to make installation of a marine engine in a small boat more practical.

Walter Clean-Flo Keel Cooling Systems are manufactured for all sizes and types of gasoline and diesel engines. Requiring only one hull opening, the complete cooling assembly may be removed easily for painting or cleaning the hull, draining the engines, etc.

In addition, Walter makes Propeller Pullers, Reduction Gears, and Transfer Drives.

THE WALTER MACHINE CO., INC., 84 Cambridge Ave., Jersey City, N.J.

PAUL PRIGG BAHAMA SEA SKIFFS

► Paul Prigg, heretofore builder of high quality boats on a custom basis only, is going into production and wide dealer distribution with his 19' Bahama Sea Skiff. This boat has 7'4" beam, 18" draft, a reverse lapstrake bottom and full length mahogany planking. She is to be offered either as an outboard boat, guaranteed to make 21 m.p.h. with 30 hp.; as an inboard boat with a 70-hp. Gray motor that drives her at 33 m.p.h., or as a semi-finished kit. Available extras include windshield, canvas top, trunk cabin, bunks and toilet.

PRIGG BOAT WORKS, 501 N.W. South River Drive, Miami, Fla.

Deluxe Olympic Swivel Seat, Model OS-24, made by SCOTT PORT-A-FOLD, INC., 701 Middle St., Archbold, Ohio, is also available with an adapter clamp for boats with built-in tanks used as seats

Pride in your boat starts here

It's a great feeling to know that every part of your boat is not only "smartly dressed" but well protected from seas, sun, salt, and marine growths. You'll enjoy that feeling when you use REGATTA, since 1870 the pacemaker for the industry in scientific development and advanced color styling. We're proud of REGATTA Finishes. You'll be proud of your boat when you use them.

REGATTA SINCE 1870

. . . for lasting beauty and protection

SEE NEW COLOR STYLING At the National Motorboat Show in New York, January 13th through 22nd. Visit the REGATTA Exhibit—Spaces 140 and 141.

BALTIMORE COPPER PAINT CO.
SUPERIOR MARINE FINISHES SINCE 1870

Oliver Reeder & Son, Inc., Props.
501 Key Highway, Baltimore 30, Md.
24 Bridge Street, New York 4, N. Y.

HEADING FOR THE SEA

ONE OF OUR NEW 32'5" NORSAGA SLOOPS—SEE HER IN OUR YARD NOW—
OTHERS UNDER CONSTRUCTION FOR SPRING AND EARLY SUMMER DELIVERY.

ALSO:

37' DUCHESS SLOOP OR YAWL
30' NORSEMAN SLOOP
28' TERN SLOOP
25' FOLKBOAT SLOOP
24' HONEYMOON SLOOP
23' MARINER SLOOP
19' HOERNKE LIGHTNING
16' KID C.B. SLOOP
15' VARIETY C.B. SLOOP & CAT
DEALER FOR ROBERTS KIT-CRAFT

WRITE, PHONE OR VISIT

NORGE BOATS INC.

75 Rowayton Ave.
Rowayton, Conn.

Phone Norwalk
VOlunteer 6-9352

One of Cris-Wood, Inc's 1956 aircraft-birch molded-plywood runabouts, which come in sizes from 11' to 16' with varied models and styles. CRIS-WOOD, INC., Seekonk, Mass.

BOAT ARMOR KITS CONTAIN NEW RESIN

► A featured new product of the Glass Plastic Supply Co., producer of Boat Armor kits for covering hulls with Fiberglas-reinforced plastic, is a Marine Handyman Kit, containing an epoxy-based resin, said to be the strongest plastic adhesive known. Designed to meet repair needs aboard the boat, the new kit also introduces a Glass Plastic Seam Filler, which combines with Boat Armor's Titan-Tite plastic resin to extend the range of repairs possible. Leaky or rusted tanks, gouges, holes and seams in the hull or deck, cracked or split planks, broken stems, etc., can be mended. The Marine Handyman Kit comes with measuring cups, mixing sticks and illustrated instructions. Both the Titan-Tite plastic and the Seam Filler are sold separately in larger quantities for more extensive application.

GLASS PLASTIC SUPPLY CO., 333 West Elizabeth Ave., Linden, N.J.

NEW MUNSTON RADIO PHONE

► A new radio telephone for pleasure and fishing craft is made by Munston Mfg. & Service. This set has eight crystal-controlled channels and operates on 12, 32, or 110-v. d.c. current. The transmitter input of 135 watts is said to insure an average of 80 watts in the average yacht antenna, sufficient for several hundred miles range.

This Munston Model MRT-135 permits separate operation of the receiver, by means of a standby switch, to conserve battery power when listening to broadcasts. The receiver includes a tuned radio frequency amplifier for maximum sensitivity to weak signals. Automatic volume control eliminates need for constant adjustment, and a noise limiter in the receiver circuit reduces interference from static and ignition.

MUNSTON MFG. & SERVICE, INC., Beech St., Islip, N.Y.

The 1956 Penbo 20' Sea-o-ramic is a sport utility for outboard or inboard power. Of plywood lapstrake construction, with mahogany decks, trim, interior and windshield, she is also produced as a family cruiser, with plastic hardtop and optional cabin equipment. Prices range from $1395 up. Basic hull price is $1160 F.O.B. Other Penbo boats start at $299. PENOBSCOT BOAT WORKS, INC., Sea St., Rockport, Me.

Catering to the do-it-yourself trend, Siddons & Sindle offer a kit of their Jet 14, a molded plywood International 14 sailboat. With molded hull and simple spars, the Jet lends itself to home building. These boats are available from minimum kit up to a complete hull, ready to rig, and priced accordingly. SIDDONS & SINDLE, 31 Sindle Ave., Little Falls, N.J.

EDSON STEERING GEARS AND PUMPS

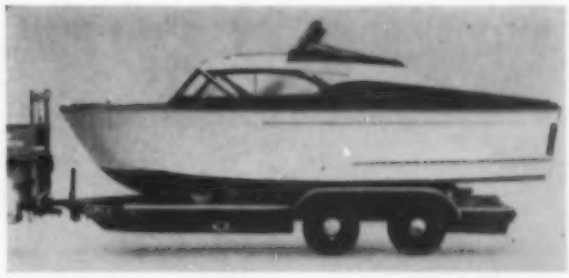
► In business for almost 100 years, the Edson Corp manufactures approximately 50 different types of steering gear for every kind of boat including fishing schooners, trawlers, naval and commercial vessels, and power and sailing yachts. This firm also makes steering units which are fitted for and include an automatic pilot. Other Edson products are custom-made wheels, bilge pumps, through-hull fittings, fairleads, and other accessories.

THE EDSON CORP., 334 S. Water St., New Bedford, Mass.

AQUALAND SKIPPER TRAILERS

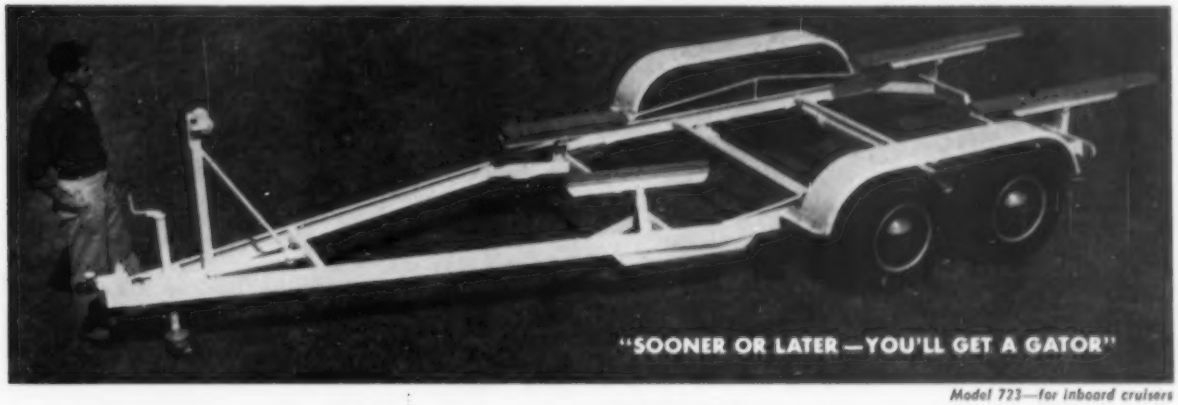
► The Aqualand Skipper line of heavy duty, low-bed trailers includes four models, an 18′, 3000-lb.-load trailer; 20′, 6000 lb.; 25′, 12,000 lb., and a 30′, 12,000 capacity model. Features include rigid frame, Linco level load axles in tandem, electric brakes and hand control unit, and a breakaway safety switch, with battery, which automatically stops the trailer if it becomes detached from the towing car. Other 1956 Aqualand trailers include a 13′, 500-lb. unit selling at under $100 and a 30′-long small boat transport vehicle that will accommodate six 16′ boats or a larger number of small craft. Racks are detachable, for loading one larger boat on this model.

RAMSEY TRAILERS, 1925-35 S. Chadwick St., Philadelphia 45, Pa.



The Aqualand Skipper 20 trailer will haul a 3-ton boat

Hasso Industries presents the Water Skipper, a lightweight planing hull powered with an outboard. Price $135. HASSO INDUSTRIES, 50 Charles St., South Hackensack, N.J.



Model 723—for inboard cruisers

Dependability Rides Astern With a GATOR Inboard Cruiser Trailer

Going South?—The quick way?—For a smooth, safe journey, transport your cruiser on a Gator Trailer. Travel, at any highway speeds, with complete confidence. This year, Gator presents a complete new line of Inboard Cruiser Trailers, specifically designed for boats from 16 to 27 feet; weights anywhere from 1500 to 6000 pounds. Equipped, too, with the new Longitudinal Transom Cradles—providing support where most needed. Special dealer models for transporting 2 to 21 boats.

For free catalogue and name of nearest dealer write
PETERSON BROS., Dept. E, 1925 East Beaver Street
Jacksonville, Florida.

Name .....

Address .....

City ..... State .....

GATOR TRAILERS

PETERSON BROS., INC.

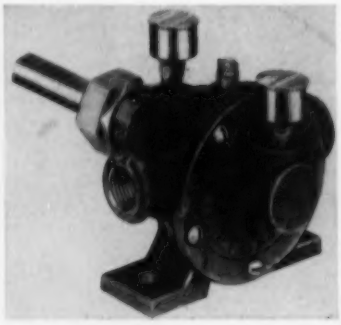
General Offices:	*Factories:*
1925 East Beaver St.	Fort Wayne, Indiana
Jacksonville, Florida	Jacksonville, Florida

One of Sebago's newly styled boats

IMPORTANT MODEL CHANGES FOR SEBAGO

► Changes in both styling and hull design are made in the 1956 line of Sebago Boat Co. Round bows, extra broad decks, wider beams, walk-through center decks, two-tone mahogany, and white compound-seamed decks give a new look to Sebago models. Featured is the 16′ Sportsman which accommodates the largest of motors, is said to carry 10 passengers and comes in several models; the eight-passenger Sea Queen class includes the Sea Queen Super Deluxe, Sea Queen Deluxe, and the Sea Queen; the 14′ Thunderbird; and the 13′ Challengers which are considered the speed demons of the Sebago line. Still another model is building by Sebago, but details other than it being an 18-footer will not be given out until the boat show.

SEBAGO BOAT CO., Sebago Lake, Maine.

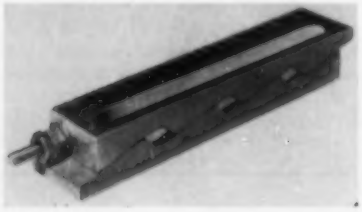


American impeller pumps operate in either direction

AMERICAN NEOPRENE IMPELLER PUMPS

► A new series of Neoprene impeller pumps in pipe sizes from ⅜″ to 1¼″ is introduced by American Machine Products. Said to combine the best features of gear and centrifugal types, these pumps are intended for use where a low-pressure, low-cost pump is wanted to transfer liquids not affecting bronze or Neoprene, which makes them useful in the marine field for bilge pumping, engine cooling, etc. The replaceable impeller is keyed to the shaft for easy application. The pump is made of bearing bronze, the shaft stainless steel, and the unit is reported to be self-priming to about 20′ when dry. Speeds range from 100 r.p.m. to a maximum of 1750. All American impeller pumps operate with standard high-starting torque motors from ⅓-hp. up.

AMERICAN MACHINE PRODUCTS, INC., 172 Centre St., New York, N.Y.



Gy-A-Liner Alignment Wedges, for adjusting alignment of engines, are available in several sizes. GY-A-LINER MFG. CO., 1000 Great Plain Ave., Needham, Mass.

Dunphy's Model 100 Imperial Muskie with 30-hp. motor

DUNPHY BOATS FEATURE WALK-THROUGH

► Among the many new features introduced in the 1956 line of molded mahogany plywood boats manufactured by the Dunphy Boat Corp. is the walk-through deck in six of the new models. Altogether 14 models, ranging in price from $239 to $975 are available, and most of them incorporate some new design or feature for 1956. The 14′ Deluxe Bonito runabout, completely redesigned, has a flared bow and two-tone decks, which give it a new look. The Imperial line, consisting of two models, features new upholstery in brown and yellow color shades and upholstered, sponge-rubber cockpit coamings; wraparound windshields and running lights complete the equipment. Following the trend to more color two-tone decks are highlights of the Imperial and DeLuxe lines.

For 1956 the Speedway Trailer Div. of Dunphy will offer a deluxe A-frame trailer with a new type of wheel suspension at $195, and a strip-down junior size A-frame trailer for $115.

DUNPHY BOAT CORP., Oshkosh, Wis.

DELCO REMY STARTER FOR OUTBOARDS

► The Delco-Remy Div. of General Motors has come out with a new starting motor, of 3″ diameter, designed primarily for outboard motors. It weighs approximately 6.5 lbs.; is suitable for use with motors up to 40 hp.; comes in 6-v. and 12-v. models, and will operate on standard automobile batteries or on the smallest batteries such as are used for motorcycles. The starter has a rubber compression-type drive and solenoid switch and is a four-pole, four-brush type, of corrosion resistant materials and requires no oiling under normal usage.

DELCO-REMY, Anderson, Ind.

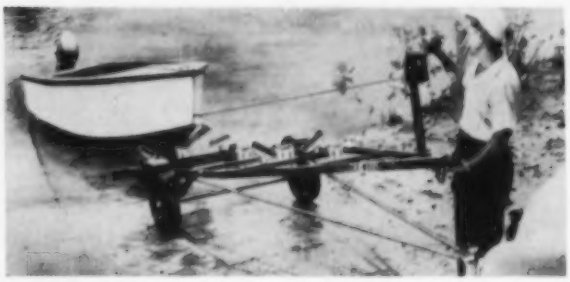
The E-Z Fold carrier clamps around the lower units of Evinrude and Johnson motors, 5½ to 25 hp. Prices $17.95-$22.95. E-Z FOLD OUTBOARD MOTOR CARRIER, 66-70 Lincoln Ave., Chicago 45, Ill.

Switzer-Craft 15′ Fleetwood will take motors up to 60 hp.

SWITZER-CRAFT'S 3 NEW MODELS

► Graceful lines and passenger comfort are stressed by the Switzer-Craft Boat Co. in three new boats for 1956. The Fleetwood, 15-footer, accommodates six passengers and has plenty of stowage space below deck and in the platformed luggage-fuel-tank compartment aft. Featured for comfort are spring-mounted front and rear seats of this model and the others for this year. Back in the Switzer line is a newly styled version of the 14′ Shooting Star which will have the same lines as the Fleetwood. The third model is the 13′ open cockpit sport-about called the Lightning. Switzer boats construction is principally of mahogany.

SWITZER-CRAFT BOAT CO., Crystal Lake, Ill.



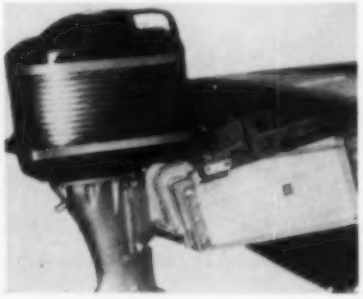
Bilt-Well Jiffy Loader makes hauling a one-man operation

JIFFY-LOADER ON BILT-WELL TRAILERS

► Outstanding 1956 features of Bilt-Well Boat Trailers Co. include the Jiffy Loader, said to permit one-man hauling of boats without putting the trailer in the water or unhitching it from your car. Because of a self-adjusting, rubber-roller cradle and adjustable rubber keel rollers, these trailers are said to accommodate boats with all types of bottom: V, round, flat, with or without keels. A 90-day guarantee is given with each trailer, which is shipped completely assembled. Three models are available to handle boats from 12′ to 18′ long, priced from $124.50 to $200, Jiffy Loader extra.

BILT-WELL BOAT TRAILERS, 8406 Lyons Ave., Philadelphia 42, Pa.

The Hadley 25 outboard bracket will take motors up to 40 hp. Of cadmium-plated steel, it has silence bushings. Price $19.95. Model 10, for motors up to 15 hp., is $7.95. HADLEY MFG. CO., 2221 Albion St., Toledo 6, Ohio



THE JETS ARE COMING!

Small boat sailing is enjoying the greatest surge of popularity ever. Reflecting this growth, the new Jet 14 Class has now reached the 100 mark after only one season of national promotion!

There are many reasons why the Jet 14 is succeeding—reasons why men who really know boats have recommended the Jet 14 for their own Yacht Clubs—reasons like these:

1. Well-designed hull and rig gives good all-around performance.
2. The light-weight Jet planes easily.
3. Heavy centerboard provides great ultimate stability.
4. She is safe—floats on edge if capsized.
5. Jets can either be kept in the water, on moorings, or ashore.
6. Extremely mobile, they are easily trailed or car-topped.
7. Molded mahogany hull means beauty, low maintenance, strong construction.
8. Easily finished from building kits.
9. Strict, active one-design class organization.
10. Safe, easy to handle for Juniors, exciting enough for Seniors.
11. Low price—only $675 complete (less sails)—kits from $260.

WAIT TO SEE THE JET 14 BEFORE YOU DECIDE

Order from your local builder or dealer

Jim's Boatyard, 144 Ocean Ave., Amityville, L. I., Long Island, N. Y. AM 4-2267

Felbusch Crewsnest, 3128 Emmons Ave., Brooklyn, N. Y. NI 5-4146

Elmer C. Kenyon, Wales, Massachusetts

Howard Boston, 34 Riverside Dr., Mt. Clemens, Mich. HO 1-0772

SIDDONS & SINDLE

31 SINDLE AVENUE, LITTLE FALLS, NEW JERSEY

Telephones:

Little Falls 4-0978 (Day), Little Falls 4-0355M (Evenings)

Old in years . . .

young in ideas

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For 100 years . . .
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An eye for quality . . . an eye for utility . . . an eye for style . . . that's the crux of APPEL'S proud heritage of 100 years of leadership in marine apparel for the seafarin' — both "mariners and marinettes."

Far from content to rest on past laurels, APPEL is determined to stay on top by offering up-to-the-minute, original sea-faring togs of the quality and serviceability only APPEL can produce.

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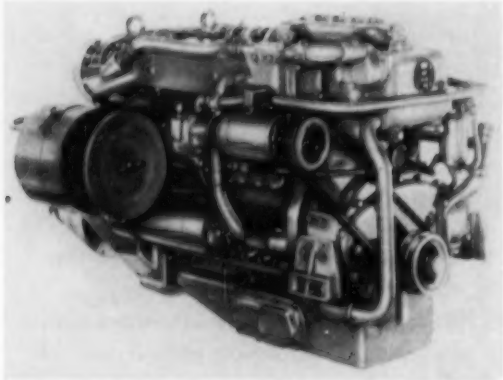


The Hercules 150 hp. DIX6ES weighs but 1490 lbs.

HERCULES DIESELS COVER WIDE RANGE

► Hercules marine diesel engines are manufactured in a range of models covering the horsepower bracket from 75 to 500. The largest of these machines, model DNX-V8DTS, will be featured in the Hercules exhibit at the coming boat shows. Weighing 7600 lbs., this 8 cyl. vee-type engine is rated 500 hp. at 1800 r.p.m. With 6¼" bore and 6" stroke, its displacement is 1468 cu. in. This power plant measures less than 84" in length and 50" in width.

Also on display in the Hercules line will be model DIX6ES, a supercharged "six" which will be suspended in midair by four small lines to emphasize its light weight (1490 lbs.). Its 283 cu. in. displacement stems from a bore and stroke of 3⅝" by 4" and it is rated 150 hp. at 3000 r.p.m.

Smallest of the Hercules marine diesels is the DIX4E which develops its peak of 75 hp. at 3000 r.p.m. It has a 188-in. piston displacement and a weight of 890 lbs. Overall length of this "four" is 44⅝" and width 28".

The DIX4ES is a supercharged version of the four cylinder, 188 cu. in. engine which is rated 95 hp. at 3000 r.p.m. Total weight of this power plant is 990 lbs. Model DIX6E is a 283 cu. in. "six" weighing 1380 lbs. It puts out 115 hp. at 3000 r.p.m. With a bore of 5¾" and stroke of 6", the model DFXH displaces 935 cu. in. With a weight of 4500 lbs. it develops 260 hp. at 2100 r.p.m.

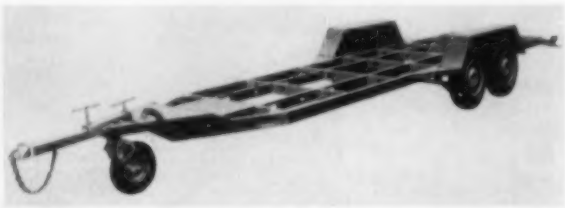
Hercules diesel engines can operate on Nos. 1 or 2 fuel oil. Various reduction drive ratios are obtainable.

HERCULES MOTORS CORP., Canton, Ohio.

FOREMAN TRAILERS

► Custom-built, the all-steel Boatrailers built by the Foreman Mfg. Co. are available in single and tandem axles. Single-axle models from 16′ to 18′ overall length have from 3,000 to 5,000 lbs. capacity; the tandem axle type carry from 4,000 to 10,000 lbs. and from 18′ to 30′ overall length. A built-in tool locker is provided. All trailers come with Atwood coupler and third wheel jack, and heavy-duty break-away chains. Chassis is wired with tail and stop light assembly. Warner Electric Brakes are used.

FOREMAN MFG. CO., 54th & State, Chicago 9, Ill.

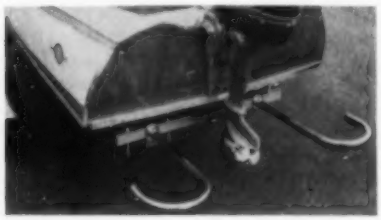


Boatrailer by Foreman is tandem axle, heavy-duty type

This 40-footer is a standardized hull finished up to the buyer's specifications as to cabins, interior layout and power and delivered either partially completed or ready for sea by WEBBER'S COVE BOAT YARD, INC., East Blue Hill, Maine

NEW FEATURES OF TWIN TRAILERS

► Features of the 1956 line of Twin Trailers include a patented wheel suspension system called Arc Flow which is said to protect the load from road shock and to eliminate the need for axles, thus giving unusual clearance for rough roads. Another feature, Adjusto-Wate, permits the operator to compensate for loads of various weights by moving coil springs in each wheel housing. These builders also furnish pairs of Motor-Guard Bumpers which, attached to the transom support of their or other trailers, extend to the rear and protect the outboard motor as a car bumper protects the rear of the car.



Twin Trailer Motor-Guard Bumpers protect the motor

New Twin Trailers this year are the Special, an economy trailer for boats up to 14', and the Giant, a tandem model designed for outboard cruisers up to 1600 lb. Other Twin Trailer models handle boats up to 18' and 750 lb., and the company also makes Convertibles in which a box body can be easily substituted for the boat cradles.

C & F MACHINE WORKS, 440 West Minnehaha Ave., St. Paul 3, Minn.

SAGEN BOAT HOIST AND DOCK SECTIONS

► Designed to receive and lift a boat driven into it, the Sagen Elevator Boat Hoist is ordinarily used on a permanent dock or bulkhead, but framing may be installed to support it. Sagen also offers Seneca Dock Sections which are furnished complete, except for pipe legs. The sections are 3' wide by 10' long or 6' × 10'. All supporting frame work is steel and decking is clear cypress or redwood, vat dipped in hot linseed oil.

SAGEN BOAT HOIST CO., Weedsport, N.Y.

Sagen elevator hoist lifts boat where docking is difficult

SAILS THAT WIN—BUT THAT AIN'T ALL

1955's outstanding record by Carina is now well known. We are proud of our part in her performance. In approximately 4500 miles of hard racing she parted nary a stitch in her sails. A spinnaker did blow out completely and another was torn by fouling on a hook. In both cases her owner, Dick Nye, said that it was not the fault of the sails.

We along with our competitors have had more than a little trouble with stitching synthetic fabrics so that they gave satisfactory service. Early 1955 experiments indicated that we had found a solution to this problem. We have carefully examined Carina's sails at the season's end and their perfect condition proves that we have indeed made the strongest sails ever seen.

Consult us about your sails.

HATHAWAY, REISER & RAYMOND, INC.

COS COB, CONNECTICUT PHONE GREENWICH 8-2620

The Performer Skipper 15, a molded one-piece plastic boat

NEW BOATS IN PERFORMER LINE

► U.S. Fiber Glass Products has added to its line of Performer plastic outboard boats a number of new fishing models in the lower price ranges. New also in their line is the Skipper 15, a one-piece molded boat 14′ o.a., 5′6″ beam, said to be exceptionally roomy and having color impregnated in the hull. Foredeck, aluminum bow handle, lifting handles, and flotation are standard equipment, the price quoted being $375. The complete Performer line includes 12 models, 13′ to 16′ long, some with plastic standing tops.

U.S. FIBER GLASS PRODUCTS, INC., 1711 Anaheim Ave., Costa Mesa, Cal.

DAHMER RUST-KLEEN FILTERS

► Henry Dahmer, Inc. announces that Speth-Cipolla Marine Sales, 49 Murray St., New York, N.Y. is its eastern distributor for the new Dahmer Rust-Kleen Filter. Designed to keep dirt and foreign matter from entering pumps and clogging motors, and to inhibit rust, the filter may be installed on new or old motors in either vertical or horizontal position. Each filter comes complete wtih crystals, ready to install, and crystals may be changed as necessary through a convenient plug. The filter is made of lucite and bronze, and comes in five sizes for motors from 30-hp. to 200-hp. with prices starting at $35 f.o.b. factory.

HENRY DAHMER, INC., Union Beach, N.J.

BUSHNELL'S CAMERA-BINOCULARS

► On the water, most of the camera shots you'd like to get are too distant to waste film on. The Bushnell Bino-Foto binocular unit claims to solve the problem. With it attached, your camera lens power is increased seven times, according to the manufacturer, to make sharp close-ups out of long shots. In units adaptable to 35 mm. reflex or home movie cameras, the Bino-Foto can be detached from the camera and used as binocular. The Twin Lens Reflex Bino-Foto, and the 35 mm. Candid unit are $99.45 each; and the 8 mm. or 16 mm. movie unit is $103.40.

BUSHNELL OPTICAL CORP., 244 Bushnell Bldg., Pasadena 1, Cal.

The 17′ Falcon Fireball with optional power gives speeds to 50 m.p.h., and is one of the many boats built by the ALBRIGHT BOAT AND MARINE CO., P.O. Box 3681, Charlotte 3, N.C.

New Pabst Holiday 14 comes in two models

TWO NEW PABST OUTBOARDS

► The Holiday 14 and the Continental 18 are new offerings of Pabst Boats, featuring advanced functional styling, top quality materials, and fine workmanship. The Holiday 14, offered in both two-cockpit and divided front seat models, is a mahogany planked boat with 5′2″ beam that will handle motors of 18 to 40 hp. The Continental 18, with 6′8″ beam, also mahogany planked, accommodates single or twin motors to 80 hp. For stock racing, Pabst Hydros and Runabouts are still available in limited numbers. Pabst also builds the 14′ Holiday Runabout and other models.

PABST BOATS, La Crosse, Wis.

HYDRAULIC LINE TAKES PLACE OF TILLER ROPE

► The new Crowell Hydraulic Helm uses principles familiarly employed in automobile brakes. Two simple hydraulic units—one for the helm, one for the rudder, and copper tubing to connect them make up the system. Extra steering stations may be easily installed, such as on the flying bridge.

In addition, Crowell continues to manufacture their marine water-pressure systems, rudder-angle indicators, and bilge pumps. They also offer small fractional-horsepower d.c. motors, up to ¼ hp., which are completely enclosed, spark-proof, and have low current consumption for uses such as refrigerators, large blowers, etc.

CROWELL DESIGNS, INC., P. O. Box 21, West Point Pleasant, N. J .

ZUBACK BUILDS 20-FOOT SKIFF

► A new boat by the Zuback Boat & Motor Works is the 20′ Sea Hawk lapstrake sea skiff with V-drive power. She is planked with ⅜″ white cedar over white oak frames. A Universal 65-hp. engine with 1.67:1 reduction and V-drive gives her better than 25 m.p.h. The larger Zuback Sea Bird is 23′6″ o.a., of similar type and construction. The Zuback boats are custom built and equipped to high quality specifications.

ZUBACK'S BOAT & MOTOR WORKS, Highway 35, Morgan, N.J.

Constructed of three-ply marine plywood treated with wood preservative, the Jimmie B is light enough to carry on a car top. Weighing 85 lbs., 12′ long and 43½″ wide, it handles motors up to 7½ hp. and sells for $79.50. Other Currier boats range from 10′ to 16′, of plywood and aluminum construction. CURRIER'S OF ARKANSAS, 3525 Fair Park Blvd., Little Rock, Ark.

Perma Craft's 26' sports cruiser has modern styling

PERMA CRAFT 26 FOOT SPORTS CRUISER

► Perma Craft continues building the 26' sports cruiser announced in last year's show issue. Designed for long life in salt or fresh water, the one-piece reinforced Fiberglas hull requires little maintenance, and the permanent, porcelain-like exterior finish is said to stay beautiful with a minimum of upkeep. With 9'3" beam, this boat has quarters for four persons, and offers a choice of twin or single engines in power from 92 to 200 hp., the latter said to give up to 40 m.p.h. Further details are available on request.

PERMA CRAFT CORP., 22704 Harper, St. Clair Shores, Mich.

BROAD RANGE OF BLUE CROWN SPARK PLUGS

► Blue Crown spark plugs are being manufactured in sizes and types to suit inboard and outboard engines of both early and modern vintage.

To meet the problem of today's high compression power plants, Blue Crown plugs include a new type positive conductor metallic seal to provide faster heat dissipation from the center electrode. Also featured are double electrodes to reduce fouling, increase electrode life and improve combustion.

BLUE CROWN SPARK PLUG CO., P.O. Box 96, Defiance, Ohio.

PLYWOOD WITH PLASTIC OVERLAY

► A new development by Crown Zellerbach Corp. fuses a smooth plastic surface onto plywood. Called CreZon, this fused plywood is suitable for building smooth and durable small boats. The overlay material is furnished by Crown Zellerbach to plywood mills where it is bonded to the plywood under intense heat and pressure. CreZon Fused Plywood can be worked with conventional woodworking tools, and is available at lumber yards.

CROWN ZELLERBACH CORP., San Francisco, Calif.

NORTHLAND WATER SKI EQUIPMENT

► Long a maker of snow skis, the Northland Ski Mfg. Co., of St. Paul, Minn., and Laconia, N.H., has expanded its line to include water skis of several different models and ski equipment such as bindings and single and double-bar tow-ropes.

NORTHLAND SKI MFG. CO., St. Paul 14, Minn, & Laconia, N.H.

The new Airboy Sportsman is a 15' runabout which comes with either a 65 or 85-hp. engine, with air propeller and speeds up to 45-mph. AIRBOATS, INC., 6432 Hampton Ave., St. Louis, Mo.

50 Years of Better Gears

The Snow-Nabstedt Gear Corporation — one of the world's principal suppliers of dependable reduction gears and reversing transmissions for marine use — welcomes you to the National Motor Boat Show. In every corner of the globe, and in all types of pleasure craft, naval vessels and commercial boats, Joe's Gears and S-N Gears have been furnishing dependable power transmissions for half a century.

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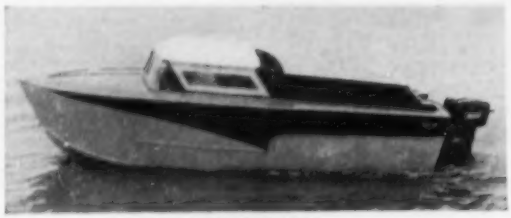

MUSTANG
18' Convertible Cruiser

As always among the top performing boats in the Country.

RANGER
14' Super DeLuxe Runabout

Boats by CULVER

MATCH THE BEST — EXCEL THE REST

UNIVERSAL MARINE CORP., P.O. Box 1138, Sanford, Fla.

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Guaranteed Not To Chip, Crack or Peel*
Ends Annual Refinishing!

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Finest glass-smooth finish your boat can have. And so easy to apply . . . Flows on smoothly —EVEN OVER OTHER FINISHES! Completely waterproof and amazingly flexible and elastic. Resists marine growth and protects against rot, outlasting and proving superior to the finest spar varnish.

Whether you choose BOATLIFE in glistening Plasticlear, or in brilliant Red, Blue, Green, Gray, Black, Ivory and NON-YELLOWING Flat or Gloss White, you'll be delighted with its smooth, longer lasting glossy surface. Only $3.65 qt., $12.80 gal. (Add 25¢ qt. and 90¢ gal. west of Mississippi)

*If simple application instructions are followed

M. L. CONDON Co., Inc.
270 Ferris Ave., White Plains, N. Y.
Serving boat-lovers since 1912

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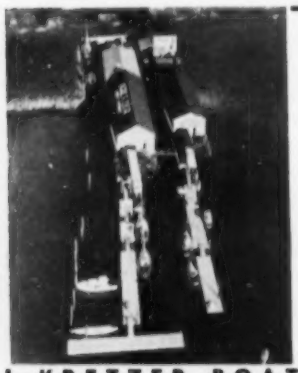

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(Truc-Loc Fittings)

Engine Repairs

KRETZER BOAT WORKS, INC.
459 City Island Ave., New York 64, Phone CI 8-1163

Whirlwind 14' Deluxe is one of 3 new models

WHIRLWIND ADDS THREE NEW MODELS

► A new 14' Deluxe model Whirlwind is now available from Molded Products, Inc., manufacturer of mahogany molded plywood runabouts. This 14-footer is offered in a two-tone finish of blond Avodire and dark mahogany, with custom upholstery, windshield, steering wheel, and running lights. The 14' Deluxe has a split center deck and a full after deck.

The new 16' models in both Standard and Deluxe classes are wider and deeper, and all Standard models will have split seat backs, allowing free passage fore and aft. The 18 Whirlwind models are described in a new catalog.

MOLDED PRODUCTS, INC., Cockeysville, Md.

WISCON BOAT HANDLING EQUIPMENT

► A comprehensive line of boat handling equipment is offered by Wiscon Products. Their davits, suitable for mounting on docks, bulkheads, etc., come in models of 750 and 1400-lb. capacities. The Wiscon Boat Tilt is a similar davit to which is attached an arrangement of bars and lines by which the boat may be turned over, up to a complete 360° swing, while being hoisted. Their Boat-Trak is a packaged marine railway, with cradle and winch, for hauling craft up to 500 lbs. in Model A and 1000 lbs. in Model B up a beach or other incline. Accessories include lift cradles, winches, strongbacks, slings and screw-operated bilge blocks.

WISCON PRODUCTS, INC., 519 Center St., Racine, Wis.

MARTIN CRUISERS

► Three versions of their 19' cruiser, for either outboard or stern-installed inboard power, are made by Martin Boats. The Martin hull is a V-bottom of 7'3" beam. The Day Cruiser, with a 10' long cockpit, is said to sleep three, and to make 23 m.p.h. with 25-30 hp. or up to 33 m.p.h. with larger power. The Raised Deck Cruisette has more headroom and cabin space, with two berths, galley, and space for a toilet, and a 9' long cockpit. The Sedan Cruiser has similar accommodations to the Cruisette, but added space and headroom, with sliding glass windows. Prices start at $895 for an outboard hull or $1795 with an inboard Fageol 44 Aerojet inboard with V-drive.

MARTIN BOATS, Cynthiana, Ky.

Introduced at the 1955 Chicago Boat Show, the River Queen Steel Cruising Houseboat is being improved for 1956. This mobile houseboat is outboard powered and has a roomy cabin, toilet and walk-in clothes closet. RIVER QUEEN BOAT WORKS, 6655 E. Dunes Highway, Gary, Ind.

New Shell Lake Meteor has modern split-seat design

METEOR NEW SHELL LAKE 14-FOOTER

► Completely foreign to past Shell Lake models is the new all-Fiberglas Meteor with its flared nose, two-tone decking and other changes. Wider and deeper, these boats will handle the larger outboards, and are suitable for pulling water skiers. A 16′ and a 14′ model are available.

Other Shell Lake boats are the L. G. Convertible Cruiser, an 18′ boat with a windshield, optional convertible top and a re-designed interior; the Super Deluxe 14′ Rambler, a small, fast boat to use with the larger motors; and a number of other models in 12′, 14′ and 16′ lengths. Shell Lake boats are available in molded plastic, regular wooden, and wood-canvas construction. The molded models are Fiberglas-reinforced plastic, with transoms, keels, bilge keels and spray rails molded in. Shell Lake boats are designed for maneuverability, a feature which makes them popular for water skiing.

SHELL LAKE BOAT CO., Shell Lake, Wis.

DRAW-TITE TRAILER HITCH

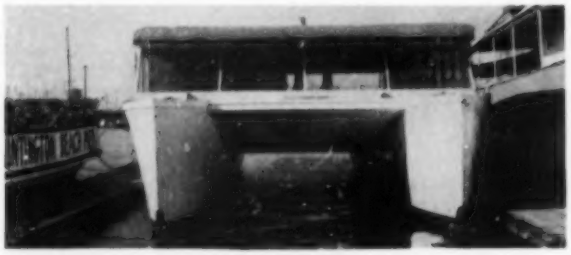
► "Only the ball shows" in Draw-Tite Co.'s trailer hitches. Of simple, sturdy construction the design places the bulk of the framework, out of sight. The hitches are made from solid bar, cold-rolled steel, cadmium or chrome plated. Custom built for every make and model automobile built since 1946, Draw-Tite hitches are easy to attach with the center draw bar bolting to the car cross member and outrigger arms bolting to bumper bracket studs.

DRAW-TITE CO., 14857 Martinsville Rd., Belleville, Mich.

LARGE LEERCAT CATAMARANS

► Five catamaran daysailer models and three cabin models are now built by Leercat-Bearcat, Inc., for sailing, and 19′ and 64′ power models are also offered. The 19′ Bearcat is designed for two outboard motors and its twin-hull design is said to eliminate rough-water fatigue. The 64′ Bearcat twin-screw catamaran has a 22′ beam and power options from 200 to 325-hp. One engine is mounted in each hull. The 26′ Sailing Catamaran has full headroom in hulls and sleeps four or six, depending on cabin arrangement. A galley is located in the starboard hull and the head in the port hull. Auxiliary power is 7½ to 12 hp. outboard.

LEERCAT-BEARCAT, INC., P.O. Box 46134, Los Angeles 46, Calif.



64′ Bearcat has choice of two, three or four staterooms

your 1956 STONINGTON!

***NOW AVAILABLE FOR EARLY SPRING DELIVERY**, there is a standard 37 ft. Stonington Auxiliary, 90% complete.* **Power at owner's option.**

She is typical of all Stoningtons—37, 40 and 42 feet, for either Spring or Summer delivery. They are designed and constructed for *sustained speed and sea-ability, to cruise where and as you like.* OUTSTANDING COMFORT AND ROOMINESS for month-in, month-out living are incorporated in special accommodations to suit your requirements.

MODERATE PRICES are based upon a standardized, quality-built hull, rugged but not sluggish. Design and construction stem from Stonington's years of experience in building off-shore, all-weather cruising craft and commercial fishing draggers.

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won't rust
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Its spear-like stainless steel shaft won't rust, ever . . . keeps its sharp point. Colorful handsome ice-blue plastic handle blends beautifully with ice chest, cabin and surroundings.

Complete in its own durable fiber sheath with bulk head mounting bracket and screw, only $2 Shipmate Ice Pick alone $1. Order yours now . . . from your regular marine dealer, or if he doesn't stock it, from

THE B & S CO., DEPT. Y156, P.O. BOX 1840
NEW HAVEN, CONN.

Admiral Glassclad 20 Cruiser by Plycraft weighs 1800 lbs.

Freeland's 14' aluminum Premier

PLYCRAFT ANNOUNCES FAMILY CRUISER

► In 1956 a new family cruiser, the Admiral Glassclad 20, joins the other models manufactured by Lawrence Plycraft, Inc. As are all of this line, the hull of the new boat is completely Fiberglas covered with a sanded and polished surface bonded to oak-framed marine five-ply, ⅜" plywood. The Fiberglas-covered decks and cabin top are treated with a non-skid finish. A self-bailing motor well has a hinged top to cut down noise and the transom cutouts are available for either single or twin motors at no extra charge. The Admiral 20 sleeps two, has a fully-enclosed head, galley cabinet, and the cabin door is designed to serve as a cockpit table.

Other boats in the Plycraft line include 18' and 20' Cruisers and Runabouts, 14' and 16' Runabouts, and 8' Prams.

LAWRENCE PLYCRAFT, INC., Lawrence, Mass.

DESCO WATER SPORTS EQUIPMENT

► A complete line of water sports equipment is offered by Diving Equipment & Supply Co. For use underwater, they have Dolphin Lungs, which come in sizes and with accessories to satisfy the beginner or professional, and which have design features that make them easy to use and comfortable. Fun-on-the-surface enthusiasts are catered to with Desco Aquaplanes, discs, water skis and accessories. Desco Water Skis, made of choice straight grain ash, spar varnished, are available in nine models with prices starting at $29.50. For the boatman, Desco offers the Moto-Mount and Moto-Pads, anti-vibration pads for outboard motors.

DIVING EQUIPMENT & SUPPLY CO., 234 No. Broadway, Milwaukee 2, Wis.

REVEL CRAFT ADDS 18-FOOTER

► An 18' Utility, completely new, has been added to the line of 18' to 21' outboard cruisers and runabouts put out by Revel Craft Mfg. Co. A new design feature, used on all models for 1956, is the arrangement of space to afford concealed storage for one or two 21-gal. gasoline tanks. Everdur fastened, the hull is ⅜" marine plywood with inside natural mahogany panels. A full-width transom seat is mahogany. The transom cut-out above the watertight, self-draining motor well accommodates single or twin motors.

REVEL CRAFT MFG. CO., P.O. Box 20, Arnold, Md.

Revel Craft's new 18' Utility has 7' beam

FREELAND BOATS START AT $88

► Freeland Metal Boats offers new aluminum and steel boats for 1956 at prices from $88 to $425. Included are the 12' and 14' Luma Top series and the 14' Premier, all aluminum models, and four improved series of galvanized steel boats in 10 different models. The 14' Premier comes in open and decked styles, the latter with a walk-through center deck. Outboards up to 33 hp. are recommended and provision is made for remote control. The 12' and 14' Luma Top aluminum boats weigh 85 and 115 lbs. respectively and are designed for carrying on top of a car.

FREELAND SONS CO., Sturgis, Mich.

M. LOW SERVICES AND SELLS EQUIPMENT

► M. Low, Inc., sells and services nautical and electronic instruments ranging from marine clocks to radar. Typical are Chelsea clocks and barometers, Hamilton chronometers, sextants, binoculars, etc. As dealers for well-known manufacturers in the marine electronic field, they offer radiotelephones, direction finders, depth finders, loran and radar, and are distributors for the Bat, a marine radar in three units designed for small commercial and pleasure craft, manufactured by Lavoie.

M. LOW, INC., 44 Fulton St., New York 7, N.Y.

PINAUD'S YACHT YARD

► Pinaud's Yacht Yard is one that has come in for favorable comment in recent years by American yachtsmen who have had boats built there, or who venture as far from home as the Bras d'Or Lakes of Cape Breton Island. A recent product of this yard is a 27' o.a., 21'3" waterline auxiliary sloop of 7'8" beam, 4'5" draft, 271 ft. of sail. She is mahogany planked over white oak frames, bronze fastened, built and equipped to high standards. The cabin has four berths, complete galley and head. She has a 16-hp. Gray auxiliary engine, and is priced in the vicinity of $6,000.

PINAUD'S YACHT YARD, Baddeck, Nova Scotia, Canada.

Pinaud's Yacht Yard is the builder of this 27' o.a. sloop which has quarters for four persons, a 16-hp. Gray engine, and 271 ft. of sail

Aristo-Craft's Torpedo 14 is designed for any size motor

ARISTO-CRAFT ADDS NEW MODEL

► The 13′ Sea Flash is the latest addition to Atlanta Boat Works' Aristo-Craft line. The new boat features Aristo's air-intake grill and new styling, with sweeping fins and long, unbroken lines. The cockpit is styled in the manner of modern sports cars and is wide enough to seat three comfortably. Other outboard models manufactured by Atlanta Boat Works range from the Typhoon 12 to a Deluxe Torpedo 14, all with the swept-back, contoured windshields, and the liberal chrome trim that is characteristic of Aristo design. All 1956 models have greater beam and are engineered to provide smooth riding. Metal transom brackets accommodate large, heavy motors. Mahogany plywood is used throughout with harmonizing trim, upholstery, and colors.

ATLANTA BOAT WORKS, 665 Pylant St., Atlanta, Ga.

GAS-O-MATIC SAFETY DEVICE

► A new device said to shut off the gasoline supply the instant the motor stops is one of Watts & DeGarmo's safety devices for boats. This gadget, called the Gas-O-Matic, prevents fuel from entering the bilge through broken gas lines, leaky fuel pumps and stuck carburetor floats. It is non-electric and fully automatic.

WATTS & DEGARMO, 443 Fire Island Ave., Babylon, N.Y.

ORIENTAL SLOOP TO M.O.R.C. RULES

► A 23′ cruising sloop which meets the requirements of the Midget Ocean Racing Club rules as to accommodations, equipment and safety features and is suitable for overnight and longer races, as well as cruising, is offered by Oriental Yachts. Among the many features of this craft are a double berth, head, stove, icebox and chart table; roomy self-bailing cockpit, teak strip decks, roller reefing, twin headstays and halyards for easy headsail changing. This model is a keel boat, but Oriental also builds a standard 24′ centerboarder which meets the M.O.R.C. requirements.

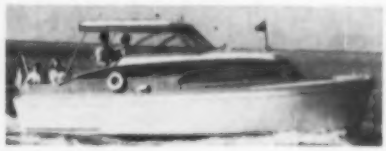
While Oriental Yachts specializes in custom yacht building, its stock models, besides the two sloops above, include a 14′ sailboat in kit form and a 16′ runabout available in either inboard or outboard-powered models.

ORIENTAL YACHTS, P.O. Box 142, Glen Ridge, N. J.

The Oriental Zephyr, a Midget Ocean Racing class cruising sloop, with accommodations for two

STEEL CRUISERS.... ?

BOATS OF TOMORROW



26′ FLYING BRIDGE HARDTOP SEDAN

•

ALSO 26′ DAY CRUISERS and 22′ SPORT CRUISERS

22′ FLYING BRIDGE HARDTOP SEDAN, ALSO IN 26′ models. FLYING BRIDGE and DECKHOUSE MODELS. GASOLINE and DIESEL.

WE'VE BEEN BUILDING THEM FOR YEARS!

We've built thousands of plastic-coated steel hull cruisers as pleasure boats for individuals including the President of a foreign country, for the Corps of Engineers and State and Federal governments and have many enthusiastic letters in our files regarding their boat's outstanding performance, extreme seaworthiness and very low upkeep, in salt water and fresh. Investigate the modern construction of our Steel-Clipper cruisers by writing for literature, stating size interested in. Also partly completed models. Remember. There is no substitute for experience.

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MOST WANTED, MOST USEFUL SAILOR'S KNIFE MADE!

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IDEAL FOR YACHTSMEN, CREWMEN AND FISHERMEN—

with three-inch carbon-chrome blade, and safety locking marlinspike for splicing, punching; ice pick, shackle-pin wrench, etc. Handy folding gaff for tackle box or pocket. *Act now—offer is limited.*

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REBELS Molded for

Northwestern Military and Naval Academy

Fiberglas Hull, Aluminum Spar, Boom 16′ LOA - 6′6″ Beam - 166 sq. ft. Sail Area

LOW UPKEEP

Fiberglas Outboards 14′ by 60″

Fiberglas Snipe Hulls

10′ sailing or rowing dinghy — Fiberglas

Plywood NIPPERS—12′ cat-rigged

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Byrne Rd. at South St.

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Finest Sealer Sold

Expansion and contraction with seams . . . indifference to motor vibration and seam-opening strain . . . a continuing flexibility that prevents cracking and pulling loose . . . are all built-in qualities of Sealer 900's liquid rubber base. Offered in handy refillable applicator bottle and cans, you'll find Sealer 900 a truly modern product of real versatility, durability and convenience.

It's worthy of your boat.

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Products Include:

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Sealer 800
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Seal Patch 600
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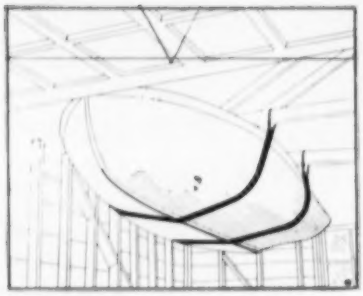
MARINE PRODUCTS, INC.
41 HIGH STREET • OSHKOSH, WISCONSIN

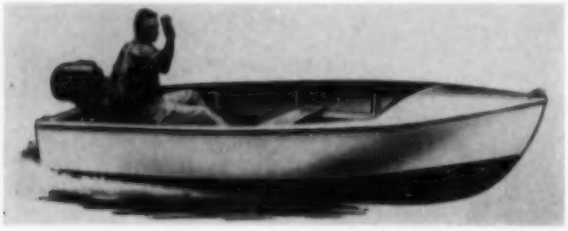


Designed for storing small boats, the Hang-Away, Small Boat Over - Head Storage Kit comes complete with all hardware, ropes and chain, and sells for $14.95. R. F. HALY-BURTON CO., 5 Carll Rd., Middletown, Conn.

BAY STATE BOAT

► Anchorfast Monel boat nails are featured again in the 1956 line of Bay State Boat Co's Pre-Bilt Boat Kits. Use of these nails is said to cut normal kit construction time by 50%. Anchorfast nails drive like regular nails, yet are said to hold like screws. Bay State kits—frames, transom and keel assemblies—come completely assembled. Keels, stem, frame, chines and bottoms are white oak; planking, marine plywood.

BAY STATE BOAT CO., 29 Main St., Cambridge 42, Mass.



Challenger made from Bay State 12' Boat Kit

Seamaid's new 14-footer is their largest aluminum boat

A LARGER SEAMAID 14-FOOTER

► A new aluminum 14-footer, described by her maker as a rounded-V bottom boat with foredeck, larger in every dimension than any previous boat in its line, has been added by Seamaid to its line of flat and V-bottom boats, which includes both aluminum and galvanized steel construction. The new model weighs 160 lbs., sells for approximately $270, and uses outboard motors up to 15 hp.

SEAMAID MFG. CO., Kendallville, Ind.

The new Lesto portable electric 7-in-1 saber - type saw has changeable blades to cut wood, metal, plastics, tile and most building materials. It is available in two models. THE AMERICAN FLOOR SURFACING CO., Toledo 3, Ohio

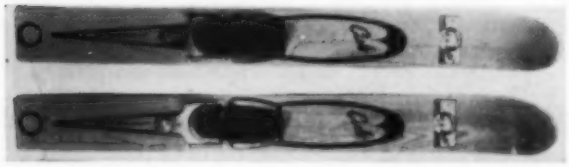
16' Glassflite Fisherman with detachable cab

GLASSFLITE FIBERGLAS ACCESSORIES

► Items in the 1956 Glassflite line include a lightweight Fiberglas cab for small boats, a molded Fiberglas bait well, and a streamlined outboard motor hood, all designed to fit most boats and to be installed by the owner.

Glassflite also announces a line of 14' and 16' molded Fiberglas boats with special bottom designs, molded-in spray rails, permanent colors, and molded-in bait wells, ice boxes, battery boxes and flotation chambers.

GLASSFLITE CO., 7328 Long Drive, Houston 17, Tex.



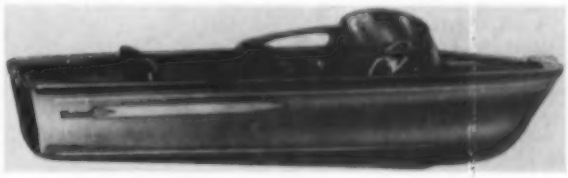
New 5' Cub Water Skis are designed with close-set foot harness for children and small people, and are tough though light. They are made of select ash, 6" wide. White Bear also makes other types of skis, water ski kits, and ski accessories. WHITE BEAR WATER SKI CO., Box 87, W. White Bear Lake, Minn.

The Skimmer, 8'8" long, is built by the Connecticut Boat Co., for rowing or outboards up to 5½-hp. It sells for prices starting at $100, depending on finish. THE CONNECTICUT BOAT CO., 654 Steamboat Rd., Greenwich, Conn.

FOUR BASIC MODELS OF FLEETCRAFT

► Fleetcraft, Inc., has four basic models of outboard boats in 12' and 14' lengths, with molded Fiberglas hulls and Philippine mahogany decks and interiors. A choice of molded-in colors includes flamingo, turquoise, and green. Deck treatments come in standard all-natural finish, and a newly developed tu-tone natural and blonde combination, or a modern white-grained black finish. A variety of optional extras may be installed.

FLEETCRAFT, INC., Palmyra, N.J.



Fleetcraft 14' Holiday takes motors to 40-hp.

Custom Craft
BOAT KITS
70 NEW MODELS 8 to 21 ft.

Shown above is the 19 ft. Twin-Trunk Victory Cruiser. (Kit price, $695 f.o.b. Buffalo)

COMPLETE KITS AS LOW AS $49.95

AWARDED GOLD MEDAL FOR "BEST KITS" by Sportsman's Club of America!

Custom-Craft features the World's largest and most complete line of real performance boats and boat kits in the entire industry! Over 200 Boats, Kits, Formed-hulls. Semi and Custom-finished models to choose from! Every type is included from prams to cruisers, inboard and outboard! Many exclusive models like the new Thunderbolt Series with revolutionary Flying Stern plus the sensational new Victory Series with new Bulkhead construction and Flying Transoms! They're easier to build, too! SEND 25¢ FOR 1956 CATALOG. SPECIAL OFFER: Send $1.00 for big 52 page catalog PLUS valuable booklet "Boat Selection, Operation & Maintenance."

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DEALERS: Add Custom-Craft to your other lines of quality marine products! Kit sales lead to EXTRA profit SALES on many associated marine items like hardware, accessories, paints, motors, etc.! Many choice dealerships are still open . . . so hurry . . . establish yourself as the Custom-Craft Dealer in your area by sending for our complete DEALER PORTFOLIO!

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Over 200 new plans, full size patterns and new Frame-Pac kits! World's largest selection! Designed for the amateur! All types: prams, kayaks, racers, runabouts, catamarans, houseboats, cruisers, inboards and outboards! 6-to ft. in wood plywood and steel! SEND 35¢ for PLAN CATALOG or send $1.00 for catalog PLUS Amateur Boatbuilding Handbook.

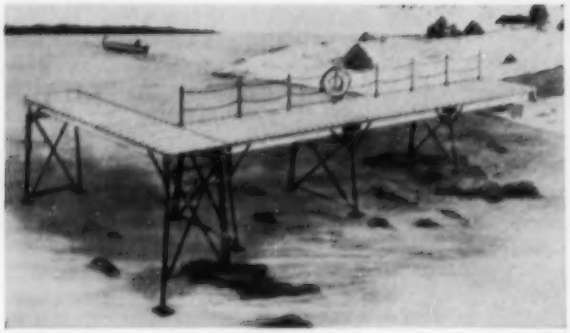
ARMOR GLASS

Best process for recovering wood or metal hulls, car body restyling, etc.! Lasts a lifetime, no painting needed! Four Resin types: Polyester, Apoxy, Phenolic and Vinyl . . . each one formulated scientifically to give the very best results! SEND 10¢ for FOLDER or send $1.00 for folder PLUS valuable booklet "Fiberglassing your Boat or Auto Body".

BOAT HARDWARE FITTINGS

Over 2,000 items from the nation's leading makers of special racing fittings, accessories, trailers, marine engines, conversions, paints, etc.! Most complete catalog available! Special savings to mail buyers! Prompt shipment! SEND 25¢ for HARDWARE CATALOG or send $1.00 for catalog PLUS booklet "Outfitting and Handling". Tells how to care for your boat.

CUSTOM-CRAFT INDUSTRIES (DEPT YM) BUFFALO 7, NEW YORK



Hussey landing piers have new adjustment

HUSSEY PIERS ADJUSTABLE

► The 1956 line of steel-supported landing piers made by Hussey Mfg. Co. have a new adjustment feature which permits raising and lowering the deck to compensate for varying water levels. This is in addition to the regular installation adjustments which allow for uneveness of bottom and over-all height of pier. Do-it-yourself-designed for fresh or salt water, sections can be installed to make any length or shape pier desired. The 12′ sections are available in 4′ or 6′ widths. Hussey also builds permanent steel piers and docks of any size or type, engineered to meet special terrain and other requirements.

HUSSEY MFG. CO., INC., North Berwick, Maine.

STYLEMASTER OUTBOARD RUNABOUT

► The Stylemaster is a new craft in the Admiral line of boats produced by U.S. Outboard, Inc. Of five-ply molded mahogany, this boat is 15′10″ long, 5′6″ beam, and is a runabout with walk-through deck. Decks are two-tone mahogany; inside gunwale, seats and backs upholstered with Vinyl plastic. She is said to make up to 40 m.p.h., using outboards up to 40 hp., weighs 375 lbs. and sells for $795.

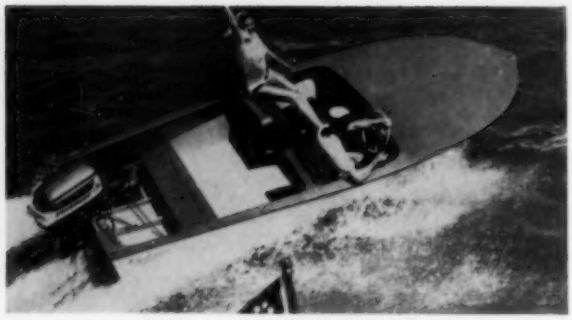
UNITED STATES OUTBOARD, INC., 159 Morgan St., Rockford, Ill.

BARR SPECIALIZES IN CONVERSIONS

► Barr marine conversions are now manufactured for most late model automotive engines including kits for converting Chevrolet V8s, Cadillac V8s, Buick V8s, Oldsmobile V8s, Chrysler V8s, DeSoto V8s, Dodge V8s and Ford V8s.

Kits may be purchased complete or in any of the following individual parts: water cooled manifolds, water pumps, engine mounts, flame arresters, crankcase breathers, water lines and fittings and reverse and reduction gears, both mechanical and hydraulic.

BARR MARINE PRODUCTS CO., 2700 E. Castor Ave., Phila. 34, Pa.



The Fiberglas Challenger Moth Class sailboat (right) and the 15′ Fiberglas walk-through outboard hull (above) are manufactured by Challenger Marine. The 15-footer may be used with any power outboard, and is also available with a 60-hp. inboard. CHALLENGER MARINE, 13301 Biscayne Blvd., N. Miami, Fla.

HABORITE OVERLAID FIR PLYWOOD

► The overlaid fir plywood developed to be wear, weather, and water-resistant, called Harborite is now available to boat builders. Manufactured by the Harbor Plywood Corp., this material is Super-Harbord boat-hull plywood with an overlaid finish, which gives it a hard, smooth grainless face to provide a good painting surface and deter grain raising and checking. Manufacturer-recommended uses are for hulls, framing, decks, bulkheads, paneling, cabins, tanks, floorboards and places where strength combined with lightness is an advantage. It is available in standard and special sizes and thicknesses.

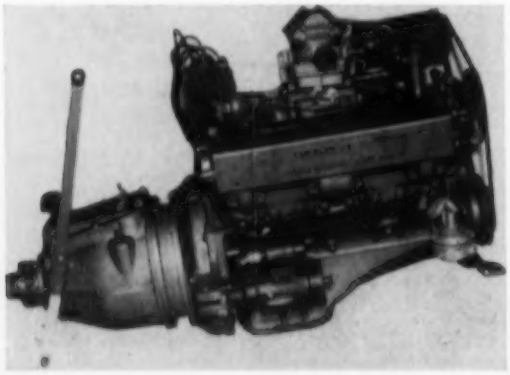
HARBOR PLYWOOD CORP., Aberdeen, Wash.

SEA KING OUTBOARDS IN SIX MODELS

► Sea King outboard motors for 1956 will be available in six models built around four basic power ratings. Largest are a pair of 25 hp. units. Also offered are two models each carrying a 12 hp. rating, a 5 hp. motor which has full gear shift and is adaptable to remote fuel and control equipment, and a 3 hp. engine weighing but 30 lbs.

The four larger motors offer optional electric starting. All feature aircraft type cushion mounts to isolate noise and vibration, fiber-glass filtered air intakes, sealed motor hoods and underwater exhausts.

MONTGOMERY WARD & CO., Chicago, Ill.



Chevrolet V-8 fully converted with a Barr conversion kit

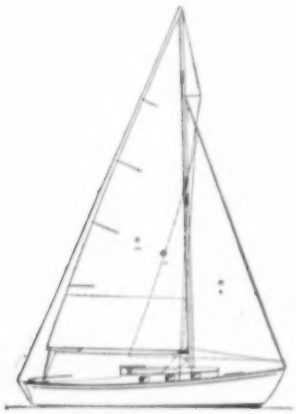
Both the Sea King 25 and 12 hp. motors have optional electric starting

AUXILIARIES BY RHODES

HERE ARE a few of the outstanding auxiliaries designed by Rhodes, many duplicates of which are now under construction. Consult Rhodes for the carefully engineered design of the boat you want. If orders are placed immediately Spring deliveries can still be made.

CARINA 53'6" x 36'3" x 13'0" x 6'0" ➡

Here is the year's outstanding boat—not only is she the leading winner of 1955 but also a fine cruising boat.



IDLER
25' x 20' x 8' x 3'10"
Now building for '56 delivery.

NEW 24' W.L. SLOOP
36' x 24' x 9'3" x 5'3"
A perfect little boat for four.

RHODES 27
40'1" x 27'1" x 9'9" x 6'
The ever popular racer-cruiser.

BRAND NEW 29' W.L. SLOOPS AND YAWLS
42'3" x 29' x 10'6" x 6'
42'3" x 29' x 11'3" x 4'7"
Outstandingly successful new designs, either centerboard or keel, with choice of rigs.

JANE DORE IV
45' x 32' x 11'9" x 5'
Seven already built.

PHILIP L. RHODES

11 BROADWAY NEW YORK 4, N. Y.

NAVAL ARCHITECTS MARINE ENGINEERS

ALWAYS AHEAD!!
THE NEW BARRACUDA

Constructed of Polyester Bonded Fiberglas

Yes sir, skipper, you are always way ahead when you own a Barracuda! Not only in performance and modern styling, but dollars and cents! Gone is the everyday nuisance of leaking, open seams, loose fastenings and continuous painting. Enjoy boating as it should be. CONSIDER FIBERGLAS—CONSIDER THE BARRACUDA BEFORE YOU BUY. Available in three models; Sportster, Runabout and Utility. Write today for full particulars.

Dan Arena Co.

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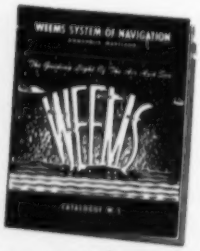


Captain P. V. H. Weems, U. S. N., Ret., founder of Weems System of Navigation, author, internationally known consultant on sea and air navigation problems.

WORLD-WIDE ACCEPTANCE My navigation aids and instruments are widely used by the United States and other governments, by commercial shipping lines and individual owners of seagoing and inland pleasure craft the world over. Send today for my FREE catalog and use it to order direct. Address Dept. 8, WEEMS SYSTEM OF NAVIGATION, Annapolis, Maryland.

WSN WEEMS AIR SEA SYSTEM OF NAVIGATION

Weems Marine Navigation School . . . since 1927 Resident and Correspondence Courses . . . Write for details.

Zobel's 23' Admiral features 6'8" bunks for tall fishermen

ZOBEL LENGTHENS SEA FOX

► With an added foot this year, and rechristened the Admiral, the 23' Sea Fox Skiff, built by Zobel's Sea Skiff & Yacht Works, is said to have a speed of 30 m.p.h. with a 125-hp. Chrysler Crown engine. Complete wtih two bunks, toilet, control-box steerer, and monel gas tanks and shaft, this boat is mahogany planked with copper fastenings, and is priced at $4,500. Zobel also offers a wide choice of other open sea skiffs and cruisers.

ZOBEL'S SEA SKIFF & YACHT WORKS, Sea Bright, N.J.

Eico Model 1050 Marine Converter, also called Battery Eliminator and Charger, is available in kit form or complete. ELECTRONIC INSTRUMENT CO., INC., 84 Withers St., Brooklyn 11, N. Y.

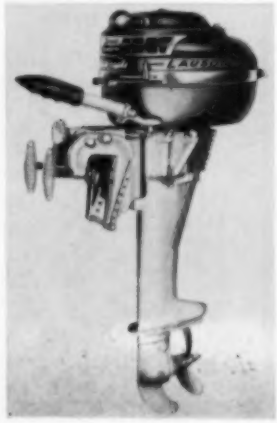
LAUSON OUTBOARDS ARE FOUR-CYCLE TYPE

► Built on the four cycle principle of design, Lauson outboard motors are said to provide for smooth operation at low speeds, less fouling and gumming, easy starting and a reduction of exhaust smoke, all due to the separation of fuel and lube oil characteristic of the four cycle motor. Other advantages claimed are lower fuel consumption, longer parts life and easier service.

Lausons are air-cooled with an attendant absence of corrosion and clogging of jackets from salt or dirty water.

For 1956 Lauson outboards will be built in three models. There will be a 3 hp., single cylinder motor weighing 44 lbs,. a 6 hp. "twin" and another 6 hp. "twin" with neutral-forward shift.

THE LAUSON CO., New Holstein, Wis.



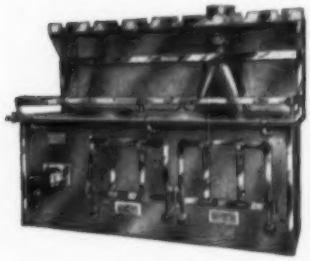
All three Lauson outboards are four cycle and air cooled

The 50-50 Sportfisherman is a 32' motorsailer built by W. H. R. VAN DAM, INC., Voorschoten, Holland, priced at $16,200.00 in New York, duty paid

WEBBPERFECTION STEEL GALLEY RANGES

► In addition to building galley ranges of black steel, Elisha Webb & Son Co. can furnish them with stainless steel front and ends, chrome-plated trimmings and polished top to harmonize with the modern galley. Although most of these ranges are designed for larger yachts and commercial vessels, Webb also manufactures a small range suitable for cruisers of moderate size. All ranges burn diesel oil, and many of the models are insulated for better heat retention and to keep the galley cool.

ELISHA WEBB & SON CO., 136 S. Front St., Philadelphia, Pa.



Webb also manufactures a small range suitable for cruisers of moderate size

PLASTI-CRUISER 14 1/2-FOOT FISHERMAN

► The Plasti-Cruiser Fisherman, a molded Fiberglas plastic outboard craft by Florida Fiberglass Products, comes with standard equipment that includes steering wheel, tow ring forward, ski-tow rings in the transom, automatic bailer at the low point of the hollow keel, and a live bait well with bronze through-hull fittings. The builders report that the design of the boat allows her to turn in a tight circle at 30 m.p.h. without side-slip and that she is exceptionally dry in rough water. She is priced at $650.

FLORIDA FIBERGLASS PRODUCTS, INC., 329 River St., Palatka, Fla.

The 1956 Celebrity, a 19'9" mahogany - planked centerboard sloop is also available in a fin keel model with inboard rudder. Dutch-built, she is designed as a racing craft or a good family boat. The P. EVANSON BOAT CO., 423 W. Mermaid Lane, Philadelphia 18, Pa.

DEPEND ON A "SPECIALIST" FOR GIFTS & GEAR THAT GO TO SEA

NEW!

"N'ICER" PLUS CARRIER

Now the N'ICER is handier than ever with a convenient carrier. Keeps ice for hours. Red, yellow or green flexible plastic. **8.95**

With carrier, **9.95**

The Sea Chest supplies everything for boating from cuff links to cruisers. And Sea Chest means the best —because we specialize in seagoing equipment and we know what's new and what's needed in nautical merchandise. "Dress" your ship with the right accessories from the Sea Chest. The items shown here are only two of the hundreds in the Sea Chest selection. Send for a free catalog today.

MAHOGANY DISH RACK

Complete with plastic dishes and cups. It's a space-saver for storage and easy to carry with handle attached. **14.95**

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- Nautical Jewelry
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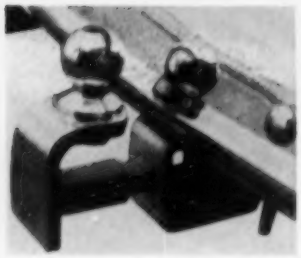
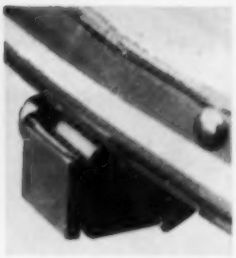




The Retracto Trailer Hitch, for passenger cars, retracts and locks out of way under car bumper when not in use. Manufactured by SPECIALTY ENGR. INC., 391 Topping St., St. Paul, Minn., it sells for $17.95 f.o.b. St. Paul

NEW TONKA-CRAFT OUTBOARD BOATS

► The Minnetonka Boat Works' already versatile fleet of outboard boats in lapstrake, aluminum and cedar strip construction has been enlarged by three 1956 additions. The Mata Hari, in the lapstrake-plywood line, is a 14′ version of the 16′ Madame X these builders brought out last year. She is round-bilged, with 5′2″ beam which provides comfort for six, and handles the highest powered outboard motors.

Newest Tonka-Craft is an 18′ lapstrake skiff, a rugged offshore fishing boat of 7′4″ beam and 44″ midship depth, with self-bailing motor well. New in Tonka's aluminum group is the Sir Lancelot, a 135-lb., 12′ auto top boat; a smaller version of their 15′ Sir Galahad. Eight cedar strip-built utilities, 12′ to 18′, and two planing runabouts, 12′ and 14′, round out the Tonka-Craft fleet.

MINNETONKA BOAT WORKS, INC., Wayzata, Minn.

Minnetonka's 14′ Mata Hari is a lapstrake runabout

14′ STARCRAFT FOR SKIING AND SPEED

► A 14′ deluxe runabout, the Ski Champ, is built by Starcraft Boat Co. for motors up to 33 hp. This aluminum boat weighs approximately 275 lbs., has a deck between two cockpits, and seats six. Starcraft construction features seamless bottoms, stamped-in-the-metal spray rails and three heavy-gage keels. Other models include an aluminum fishing boat, complete with built-in live-bait boxes, and several runabouts. Prices range from $150 to $450. Starcraft also markets a line of galvanized steel boats.

STARCRAFT BOAT CO., Goshen, Ind.

Starcraft's Ski Champ 14-footer sells for around $450

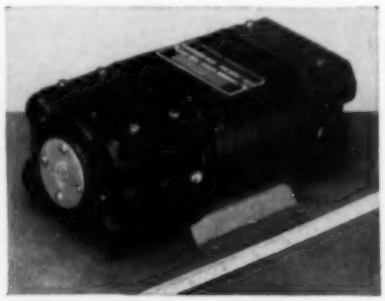
The Galbraith 21′ Sea Bird makes close to 30 m.p.h.

GALBRAITH SEA BIRDS

► C. C. Galbraith & Son are stepping up production for 1956 on their 21′ and 23′ Sea Bird sea skiffs, in which they are adding a number of improvements for this year. Their leader is the 23-footer, which with a 125-hp. Chrysler engine said to make 30 m.p.h. and cruise easily at over 20. The 21-footer is of similar model and construction, with 7′6″ beam, and a 95-hp. Nordberg gives her close to 30 m.p.h.

The Galbraith boats are lapstrake craft, white cedar planked and copper riveted with white oak keels and deadwoods. They have roomy cockpits, with room under the foredecks for berths and toilets. Trim is mahogany, hardware chrome plated; shafts of Monel.

C. C. GALBRAITH & SON, INC., Keyport, N.J.



Carter converters are available for 6, 12, 24, 28, 32 and 115 V. DC.

MARINE CONVERTER AND GENEMOTORS

► A complete line of converters and genemotors suitable for marine use is manufactured by the Carter Motor Co. The converters are used to change d.c. storage-battery voltage to 110-v. a.c. for operation of conventional 110-volt electrical appliances afloat. Carter converters are available for 6, 12, 24, 28, 32, 64 and 115 volt d.c. input, delivering up to 500 watts a.c. Some models are equipped with a frequency control designed to maintain a steady 60-cycle output, necessary for best results when audio devices are used on the boat. The small size of these converters makes them suitable for small craft.

CARTER MOTOR CO., 2660 N. Maplewood Ave., Chicago 47, Ill.

The Audio Chief, a heavy-duty megaphone operates on dry batteries and has anti-feedback design. Batteries and amplifier are housed in watertight case. AUDIO EQUIPMENT CO., INC., 805 Middle Neck Rd., Great Neck, N.Y.

DERECKTOR

GULF STREAM "30" for '56 is a delightful boat. Light, graceful, and strong she fairly dances through the water. Her decks are dry and she steers like a feather in the most boisterous weather.

Sleeping four in an amazingly roomy cabin, this little gem is built to last forever with painstaking care, in every detail.

Come and see for yourselves.

ROBERT E. DERECKTOR, INC.
311 Post Road, Mamaroneck, N. Y. MA 9-0950

The Lumex #204D outboard carrier has dual 10" wheels

OUTBOARD CARRIER TOTES GAS CAN

► Designed for easy handling of large outboard motors, a new No. 204D Heavy Duty Four Wheel Carrier is available from Lumex, Inc. The carrier has two double 10" semi-pneumatic Oilite-bearing wheels to permit easy rolling, even on soft ground, employs a wide axle to provide maximum stability, and is made of high-strength aluminum tubing with solid U-bar handle construction. Space is provided for a gas can with a strap to hold it on. Lumex also offers carriers and stands for extra-long shaft motors.

LUMEX, INC., 11 Cleveland St., Valley Stream, N.Y.

MELGES INLAND LAKE SCOWS

► The Melges Boat Works specializes in design and construction of the various classes of Inland Lake Scows, generally considered the fastest-sailing boats of their sizes in protected waters. There are six classes of scows, listed by Melges as follows:

Class X–16′ chine-built sloops with 115 ft. of sail, priced at $850, much used as a training boat for juniors (under 16) in the Inland Assn. Class M-16–16′ round-bilged scows, sailed by one or more, priced at $995. Classes C and D–identical 20′ hulls, the C being cat rigged and costing $1550; the D sloop-rigged at $1650. Class E–28′ long, sloop-rigged, costing $2150. Class A–38′ long, sloop-rigged, costing $5000.

Melges reports their boats sailing in all parts of the country from New York to California. Among other trophies, their boats won Class C championships at Pine Lake and Pistakee invitation regattas, Class E titles at Neenah and Madison regattas, and Class X at White Bear, during 1955.

MELGES BOAT WORKS, Zenda, Wis.

TOLLYCRAFT NEWLY STYLED FOR 1956

► Among the plywood open boats and cruisers built by Tollycraft, which have many improvements for 1956, is the 20′ Vacationer. This boat, designed for safe family cruising, has a 7′ beam and can handle single or dual outboards. Because of her light weight, 1100 lbs., she is quite suitable for hauling on a trailer. Also newly designed are the various models of the 18′ Tollycraft: the Sportsman, Sea Prince and Cruiseteer. This group all have 17′9″ length, 6′8″ beam and a 72″ cockpit. Mahogany 5-ply, ¾″ plywood is used in them with oak and mahogany framing.

TOLLYCRAFT CORP., Kelso, Wash.

Tollycraft 1956 18′ Sportsman, Sea Prince, and Cruiseteer

The Sandusky 14' runabout with a 25-hp. Mercury motor

NEW SANDUSKY INBOARD BOAT

► First inboard-powered boat in several years to be built by the Sandusky Boat Co. is their Jet-15, driven by a 26.5-hp. Fageol 44 engine, installed aft with a Fageol V-drive. The boat is 19'11" o.a., molded of birch plywood like the Sandusky outboard hulls; has a capacity of five persons; and is said to make 29.5 m.p.h. loaded and to have a fuel consumption of 1.6 gal. per hr.

Newcomers among the 11 Sandusky outboard boats are the Clipper 13 with forward steering, walk-through layout, and handling 30 hp. motors; and the Angler 13, a price leader at $375, designed for 15 hp. The line includes Angler, Skipper and Clipper models in 13', 14' and 16' lengths, and the Continental 14 and 16.

SANDUSKY BOAT CO., Washington & Meigs Sts., Sandusky, Ohio.

WESTLAWN SCHOOL HAS STOCK DESIGNS

► Now entering its 26th year, the Westlawn School of Yacht Design is continuing its policy of teaching yacht design by home study. The course is conducted under the approval of the New Jersey State Dept. of Education, with the technical program under the direction of Gerald T. White, and administered by E. S. Nelson, both members of the Society of Small Craft Designers. Westlawn Associates, an allied organization, offers stock designs ranging from a dinghy up to power and sailing yachts and a number of commercial boat designs. They also specialize in consultation and survey work.

WESTLAWN SCHOOL OF YACHT DESIGN and WESTLAWN ASSOCIATES, Montville, N.J.

PERMA-DOCK MARINE SPECIALTIES

► The Central Machine Works Co. manufactures Perma-Dock Float Brackets, Mooring Bars, Metal Brackets for building docks, dock ladders and float accessories. The Float Brackets are for use with standard 55-gal. drums which can be used to make swimming or landing floats. Perma-Dock Mooring Bars hold rowboats and light craft alongside docks or floats, allowing the boat to float freely with wind and waves. With Perma-Dock Metal Brackets you can build your own dock sections on dry land and fasten them together with these brackets which permit any type of dock design.

CENTRAL MACHINE WORKS CO., 1234 Central Ave., Minneapolis 13, Minn.

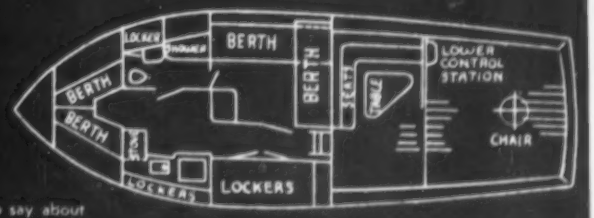
Colco Hinged Outboard Single Motor Bracket features a special hinge which allows the propeller to be swung into easy access for changing shear pins, etc. R. G. COLLINS, 940 York Rd., Oswego, Ore.

The Rybovich 40'

Here's a craft designed by experts experienced in sport fishing . . . A boat of sensational, proven performance! Never has a sport fishing craft been singled out for the acclaim given this Rybovich '40. The beautiful boat featured here is "The Lazy Bones III", owned by Harry Peters of Hackensack, N. J. Since December 1, 1954, the "Lazy Bones III" has to her credit:

* Palm Beach, Ft. Lauderdale, Key Largo . . . Sailfish
* Bimini . . . Blue and White Marlin
* Cat Cay . . . Giant Bluefin Tuna
* Andros . . . the 600-pound-plus Blue Marlin (shown below)
* Montauk . . . Broadbill (two in one day), White Marlin, School Tuna.

L.O.A. 40', Beam 13'4", Twin V-8 Chrysler engine, speed, 28 MPH. Other models, 28' — 36' — 43', built to meet owners specifications.



Mr. Peters has this to say about "The Lazy Bones III":

"This boat has proven herself the very tops in all ways and I've never enjoyed any boat more. Fish-wise she has been terrific .... and we've taken the fish to prove it, too. Crossing the Gulf Stream with the Lazy Bones offers no hazards even in the nastiest weather. To say the least, we're satisfied owners!"

JOHN RYBOVICH & SONS BOAT WORKS

4200 NO. POINSETTIA, WEST PALM BEACH, FLA. PH. 4-4331

DERECKTOR'S GULF STREAM 30

► The Gulf Stream 30, an auxiliary cruising sloop designed by Sparkman & Stephens, is a new craft built by Derecktor, and one that promises well for overnight and longer races as well as family cruising. She is 29'7" o.a., 21'11" waterline, 8'0" beam, 4'8" draft, sets 390 feet of working sail, and has 3000 lb. of outside lead ballast on a total displacement of 7,700 lb. Auxiliary power is a Gray.

She sleeps two persons forward, two on the main cabin berths, and has a fully equipped galley amidships, a head forward, and a hanging locker. She is mahogany planked over oak backbone and frames, with spruce spars and stainless steel rigging.

The first of six of these new boats was launched in December. Two other well-known Derecktor sailing auxiliaries are the Gulf Stream 36 and the 25' Mar Casado. Derecktor also builds stock power craft and custom yachts.

ROBERT E. DERECKTOR, INC., 311 Boston Post Rd., Mamaroneck, N.Y.

FERDINAND'S POLYSEAMSEAL

► Polyseamseal is a feature of the extensive line of adhesives, seam compounds, fillers and other marine products of L. W. Ferdinand Co. Polyseamseal, available in white, mahogany, black or tan, is a bedding compound for fittings, double planking and batten seams. It is described as non-discoloring, non-oxidizing, unaffected by mold, bacteria, greases, alkalis, acids or petroleum solvents, and retains its resilient, rubbery consistency, expanding and contracting as the wood shrinks and swells. Polyseamseal is obtainable in flexible tubes.

L. W. FERDINAND CO., INC., Mica Lane, Newton Lower Falls, Mass.

RIGIDIZED ALUMINUM BOATS

► Rigidized all-welded aluminum is used in the boats made by Vio Holda Mfg. Co., Inc. Said to have unusual strength, these boats weigh from 45 to 115 lbs. Sides and ends are fabricated from Rigid-Tex, three-dimensional aluminum sheet engineered for rigidity, tensile strength and impact resistance. All models have Styrofoam flotation, and the welded seams are guaranteed watertight. The six models start with the 8' Little Marvel, at $132.50, F.O.B. Topeka, and include a 9' Studebaker, $147.50; 12' Dreamboat, $177.50; 12' Runabout, $198.50; 14' Pearl Liner, $225.00; and the 14' Floater's De-Lite, $227.50.

VIO HOLDA MFG. CO., INC., Topeka, Kan.

BOTVED OUTBOARD CRUISER

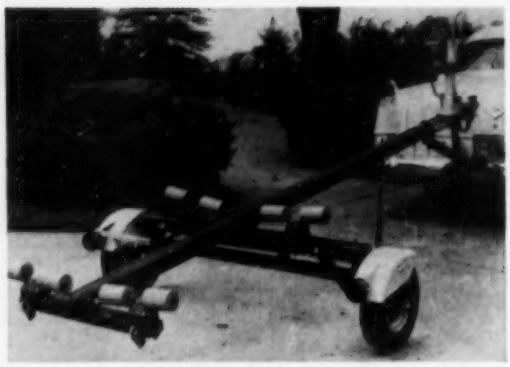
► American-designed and Danish built is an ingenious outboard cruiser which, only 17'3" in length, with 7' beam, has berths for three, a galley and head. Richard C. Cole of Miami is the designer and Botved Boats the builder of this craft, which is V-bottomed, plywood planked over longitudual framing, and has a Fiberglas standing top. The driver's seat, just forward of amidships, folds down to meet a permanent berth section under the fore deck, forming a bed 7' long by 5'6" wide. Abaft the driver's seat are boxes, one containing the head and the other the galley equipment, and these can be bridged across to form a single thwartships bunk. The plywood hull is Fiberglas-coated.

BOTVED BOATS, 767 High Ridge Rd., Stamford, Conn.

TARR & WONSON PAINTS

► The name "Sea Jacket" is now being applied to the entire line of marine paints and finishes produced by Tarr & Wonson, Ltd. The name was formerly applied only to the Tarr & Wonson Shipbottom Anti-Fouling Paints which have been familiar to generations of pleasure and commercial boat and ship owners.

TARR & WONSON, LTD., Gloucester, Mass.



Holsclaw's most popular model S-150 has new tilt feature

HOLSCLAW TRAILER HAS POSITIVE TILT

► A trailer tilt mechanism that sets the trailer to any desired angle and holds it there is a feature of the S-150 Trailer from Holsclaw Bros. When the trailer is disconnected from the car it can also be used as a dolly. All of Holsclaw's 1956 trailers have new features. The stabilizer unit has been redesigned for quiet and safety, the tail lights are now mounted on the fenders, shock absorbers have a better mounting, a taller winch stand is furnished, and there is a motor support to carry the weight of an outboard mounted on the boat being trailed. This Holsclaw Motor Support is also made separately for use wtih any trailer and boat.

HOLSCLAW BROS., INC., 408 N. Willow Rd., Evansville, Ind.

LAWRENCE STAHL REFRIGERATORS

► Refrigerators and freezers adaptable to boat use are the Lastco line manufactured by Lawrence Stahl & Co. They are Fiberglas insulated, use Freon gas as a refrigerant, and operate on either 12-v. or 32-v. electric current, with battery drain of 5.6 amps. and 2.2 amps. respectively. Three refrigerators of 5, 7.7 and 10.5 cu. ft. capacity are offered, the smallest fitting into a space 34½" high by 24½" square. Prices range from $430 to $527. Two freezers of similar characteristics are also in the line. Model 4 holds four cu. ft. and up to 150 lbs., and is 36" high by 27" square; model 10 holds 350 lbs. in 9.8 cu. ft. space. Prices $457 to $537. Cabinets are welded steel with DuPont white finish.

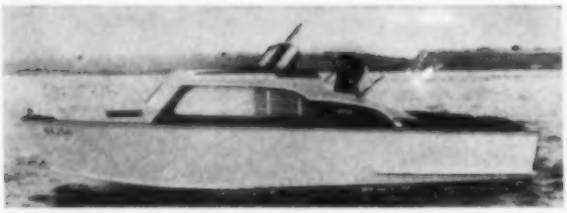
LAWRENCE STAHL & CO., INC., 10-17 43rd Rd., Long Island City 1, N.Y.

NEW CHETEK BOATS HAVE FIBERGLAS COVERING

► The 1956 Escapade, 15' Runabout built by Chetek Boat Corp., is a mahogany strip-built boat with Fiberglas covering below the spray rails. Other boats in the Chetek line, which range from 12' to 16' models, have glass-covered bottoms available for a small additional cost. Other features are the half-rib floor construction to permit easy cleaning, Chetek Flared Transom construction solidly reinforced with native Wisconsin Oak ribs, and cadmium plated screw fastenings.

CHETEK BOAT CORP., Chetek, Wis.

Chetek's 15' Escapade will take motors to 40 hp.



Scop Deluxe 22-footer has a roomy, deep cockpit

NEW 22-FOOT SCOP CRUISER

► Freeport Point Shipyard, Inc., announces a 22′ Deluxe Scop Express Cruiser, with an oak keel and mahogany framing, powered with a 60 or 75-hp. Gray. Equipment includes galley stove, stainless steel sink, ice box, storage compartment, dish and glass racks. Also available is a 32′ Sport Fisherman as either a Hard Top Express or as an Express Fisherman with convertible top. She has two 130-hp. Nordberg Tarpons, a dinette-double bunk, galley with ice box access in the cockpit, African mahogany planking and teak decks.

FREEPORT POINT SHIPYARD, INC., 417 Woodcleft Ave. Freeport, N.Y.

Style No. 6065 combination two-in-one portable and deck mounting searchlight

PORTABLE LIGHT SHOWS NEW ITEMS

► Items of special interest to be shown at the New York boat show by The Portable Light Co., Inc. are a remote-control searchlight for flying bridge cruisers, a combination two-in-one portable and deck mounting searchlight, for small boats and sail boats, and the new manually-operated Ray-Line Air Horns and electric sirens. Also on display will be the complete line of Half-Mile Ray and One-Mile-Ray marine Searchlights, which range from 5″ to 20″ in diameter and include types for all kind of boats.

THE PORTABLE LIGHT CO., INC., 216 William St., New York 38, N.Y.

Glass Craft 14′ Glider sells for $298.00

GLASS CRAFT 14-FOOT GLIDER

► A new all-purpose 14′ Fiberglas boat, called the Glider, is announced for 1956 by Glass Craft Co. Designed for fishing, this boat has a rigid bottom, molded spray rail and transom, and seats with Styrofoam inserts. She has a 4′10″ beam, and weighs approximately 165 lbs. Glass Craft makes nine other models from 14′ to 16′ in length, including an open fishing boat, single-deck utility, double-deck runabouts, and walk-through models, all of molded Fiberglas.

GLASS CRAFT CO., INC., Boat Div., Fort Dodge, Iowa.

NEW 1956 21 FT. SEA SKIFF

DESIGNED BY HENRY LUHRS

SEAWORTHY • ECONOMICALLY PRICED • ALL AROUND BOAT
FREEBOARD 48″ • BEAM 7′2″

PRICE ONLY $2875 F.O.B. OUR YARD

INCLUDING ALL FOLLOWING EQUIPMENT

• 60 H.P. Chris-Craft • Hatch Forward • Toilet • Opening Windshields with Adjusters • Horn • Fire Extinguisher • Running Lights • Chrome Plated Hardware • Instrument Panel • Mooring Lines • Tachometer • Anchor and Line • Electric Bilge Pump.

Same model available in 21 and 26 ft. with hard top and accommodations for two.

REX MARINE CENTER Route 136, South Norwalk, Conn.

FOR DEPENDABILITY CHOOSE

Surrette MARINE BATTERIES

These batteries are the SAME in PRICE . . . but one is far LESS EXPENSIVE!

That statement is not idle chatter, but points up the difference between PRICE and COST. Many makes look alike, but there the similarity ends. In relation to dependability and quality, SURRETTE has the lowest cost in the industry.

No other batteries, regardless of price, contain all the features found in the SURRETTE BATTERIES.

SPECIFY SURRETTE . . . ACCEPT NO SUBSTITUTES

VISIT BOOTHS 178-179 Jan. 13-22
NATIONAL MOTOR BOAT SHOW IN NEW YORK

For the name of your nearest dealer write to
SURRETTE STORAGE BATTERY CO., INC., SALEM, MASS.

Loading a Mastercraft Bannerline Model B750 trailer

MASTERCRAFT'S NEW BOAT TRAILERS

► A new Bannerline Series has been added to the line of boat trailers manufactured by Mastercraft Trailers. A feature of these new models B500 and B750, the maker says, is extreme versatility for loading and unloading under all sorts of conditions by one person. Other features are full keel roller support, full transom support, "roller coaster" loading and launching system, waterproof hubs and demountable wheels.

Mastercraft is also continuing its Customline and Modernline series, for boats up to 800 and 750 lbs. respectively, with some improvements over last year's. Their Cruiserline trailers, in three models, will handle boats up to 22′ long and 2000 lbs., and in addition they build heavy duty and multiple-boat-hauling trailers for boat builders and dealers. New accessories include new winches with oil-less bearings; 6 and 12-v. lighting systems legal in all states; new tie-down bars with dual stop and signal lights and others.

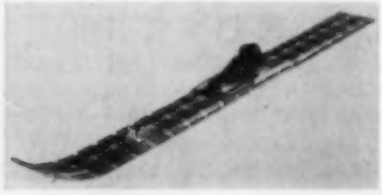
MASTERCRAFT TRAILERS, INC., Middletown, Conn.

Dickerson 35′ Simplissima is powered by a Universal Utility Four

DICKERSON SIMPLISSIMA NOW HAS KEEL

► The new design of the 35′ auxiliary cruising ketch Simplissima, built by William C. Dickerson, replaces the centerboard with an iron keel. With 10′ beam, 3′3″ draft, this ketch has cruising accommodations for four and is mahogany planked over oak frames. Dickerson Boatbuilders also announce a new 23′ Sea Skiff, at $4,490, which has an 8′ beam, 18″ draft, mahogany planked over white oak frames, powered with twin 65-hp. Universal Unimite Fours. Dickerson also builds custom sport fishermen.

WILLIAM C. DICKERSON, Church Creek Rd., Cambridge, Md.



Fiberglas water skis, model No. 400, in red Hylander Plaid pattern. KIMBALL MFG. CORP., 1270 Pennsylvania Ave., San Francisco 7, Calif.

The aluminum-built 23′ Taralu II has 7′6″ beam, 3′9″ draft, two bunks, a 5 hp. auxiliary and an alcohol stove

"TARALU II," ALUMINUM CRUISING SLOOP

► Built primarily to demonstrate that their special aluminum alloy is suitable for marine construction, Taranger is building a fleet of ten 23′ cruising sloops which will be ready for service this winter and may be seen at the Bahia Mar marina at Ft. Lauderdale, Fla. The boat has accommodations for two, 265 feet of sail, and a 3500-lb. iron keel. The cockpit is 9′6″ long, berths 6′6″. Taranger markets this special salt-water resistant aluminum throughout North, Central and South America.

E. TARANGER FLORIDA, INC., 1611 S.W. First Ave., Ft. Lauderdale, Fla.

NADEN BOATS NEW LINE

► A new line of aluminum outboard boats will be shown at the Chicago Boat Show this year. Manufactured by Naden Industries, they come in fifteen standard models in 12′, 14′, and 16′ lengths. They have full hard-temper, hand-formed aluminum hull with rib-free bottom which allows free flow of water from bow to stern. All models have an automatic drain at the after end of the keel. Prices start at $250.00 for the Car-Top Utility and range up to $507.00 for the 16′ Runabout.

NADEN INDUSTRIES, Webster City, Iowa.

PARTEE SUPERCRAFT 14-FOOTER

► A 14′ Supercraft with Fiberglas-covered bottom is built by the Partee Boat Mfg. Co. Her construction is of all-mahogany planking with natural finish mahogany above the spray rails and blond mahogany decks. Standard equipment on this and on many of the other 15 models made by Partee includes foam rubber seats, crash pads, Fiberglas-covered bottoms, windshield, steering wheel and divided center deck.

PARTEE BOAT MFG. CO., 104 Coles Ferry Rd., Lebanon, Tenn.

Sea Nymph, 14′ all-aluminum runabout, has seats, styrofoam flotation, and will handle 5 to 10-hp. outboards. Aero Mfg. Corp. also offers three other models in 12′ and 14′ lengths. AERO MFG. CO., 600 S. Huntington Rd., Syracuse, Ind.

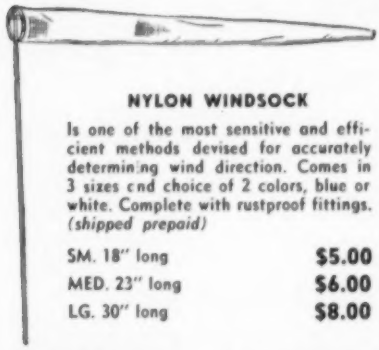
the Crow's - nest

SHOW STOPPERS

Just a handful of the unique and practical boating accessories at the Crow's-nest! See us at Booths 226, 227, 228 at the National Motorboat Show. If you can't be there send for our large free catalog.

ALL-PURPOSE SHEATH SET

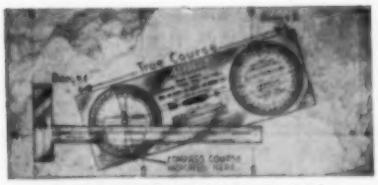
Combines essential sailor's tools in a compact belt set. Super-keen 4" case knife is finest chrome vanadium steel. 4-in-1 slip joint extension pliers have cutting slot, plus open-end adjustable wrench on one handle, screwdriver on the other. Marlinspike of chrome vanadium steel makes splendid shackle tool as well as splicer. Cowhide sheath slips onto belt. *(wgt. 1 lb)* **$10.00**



NYLON WINDSOCK

Is one of the most sensitive and efficient methods devised for accurately determining wind direction. Comes in 3 sizes and choice of 2 colors, blue or white. Complete with rustproof fittings. *(shipped prepaid)*

SM. 18" long	**$5.00**
MED. 23" long	**$6.00**
LG. 30" long	**$8.00**



AUTOMATIC COURSE FINDER

Simplify chart work with this single-position course finder and plotter. Fast and accurate—no "walks", no slide, no errors. In one simple operation you find both true and magnetic courses instantly, without reference to the chart compass rose. Ideal for cramped quarters—chart can be folded to show only actual working area. You can use it as a pelorus, too. Heavy, transparent plastic. *(wgt. 1 lb.)* **$8.00**

THE CROW'S NEST
475 Fifth Avenue, New York 17, N.Y.
Please send the following:

Item	Quan.	Amt.
☐ Nylon Windsock* Sm. @ $5.00 Med. @ $6.00 Lg. @ $8.00		
☐ Course Finder @ $8.00		
☐ Distance Calculator @ $1.00		
☐ Yacht Timer @ $24.95		
☐ Rubber Watch Case @ $1.00		
☐ Gimbal Stove For Sterno @ $16.95 With Primus @ $24.95		
☐ Gimbal Thermos @ $32.50		
☐ Waterproof Blanket* @ $19.50		
☐ Sheath Set @ $10.00		
☐ Tall Buoy Jr. @ $10.00 Sr. @ $16.50		
☐ Gimbal Glass Holder @ $3.00 Extra Brackets @ 50¢ ea.		
☐ Compascope @ $39.75		

*Be sure to specify size or color on these items

NAME
ADDRESS
CITY ZONE STATE

Please add 10¢ per lb where weights are indicated, for shipments beyond 75 miles from N.Y.C.

"DISTANCE OFF" CALCULATOR

Gives you, at a glance, yardage to any object whose height is known. You'll know whether you're far enough out to clear shoals, rocks or other hidden hazards. You'll be able to establish your position with the known distance plus just a single bearing. Made of heavy-gauge aluminum, it's pocket size, easy to use. *(shipped prepaid)* **$1.00**

YACHTING TIMER With fifth - second sweep hand and 15-minute, three section register helps you hit the line on the crack of the starting gun. Besides the sweep-second hand, there's a small hand that covers 15 minutes over three different colored segments, which indicate, respectively, Warning, Preparatory and Start. Non-magnetic, 7-jewel Swiss movement, nickel-chrome finished case. *(shipped prepaid)* **$24.95**

RUBBER STOPWATCH CASE

Guards your delicate timer against moisture and shock. Made of neoprene rubber, it is designed for crown operated stopwatches and timers. Watch can be started or stopped while in the case. Has a suction cup molded right into the back so that timepiece can be safely set down on the seat without danger of sliding. *(shipped prepaid)* **$1**

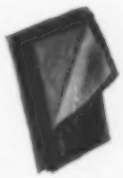
GIMBAL GLASS HOLDER

An elementary rule of the sea is that drinks should go down the skipper—not the scuppers. Hence the GIMBAL GLASS HOLDER. Its full two-way swing keeps your glass level at all times. Chrome-plated, it's easily removed from tiny bracket so that it can be taken from place to place, or stowed out of the way when not in use.
(shipped prepaid) complete **$3.00**
Ex. bulkhead brackets, ea. **50¢**

GIMBAL THERMOS CARAFE

Keeps drinks piping hot or frosty cold for 24 hours at a stretch. Its swivel mounting gives complete protection against spillage and breakage. Case is satin-finished chrome on brass. Swivel bracket is chromed bronze. Holds a full quart. *(wgt. 6 lb.)* **$32.50**

WATERPROOF BLANKET



of miracle Dynel and Vinyl is truly high, dry and handsome. Dynel blanket fabric looks like wool, feels like cashmere, but beats wool in a dozen ways. It's warmer . . . yet lighter . . . can't absorb moisture . . . never gets musty or feels clammy. Mildewproof, mothproof, fire resistant—it's easily washed in minutes, dries in an hour. Top covering is waterproof Vinyl that laughs at wet oilskins, swimsuits or cabin leaks. Size 48" x 80". Dynel underblanket is cream colored. Choice of top covering in Maroon, Navy or Green. *(shipped prepaid)* **$19.50**

WHY BE A MOORING BUOY LANCER when TALLBUOY PICK-UP BUOY

makes taking up your mooring so easy. Just reach out and haul it aboard. A must for single-handing, a valuable aid even when fully manned. Rod is tough, flexible Fiberglas, float is solid, unsinkable sponge Vinyl plastic. Never requires painting. Junior size (float approx. 4½ ft. from surface to tip) **$10.00**
Senior size (float approx. 6 ft. from surface to tip) *(wgt. 9 lb.)* **$16.50**

GIMBAL STOVE

Keeps cooking along, level as a mill-pond in the moonlight no matter if you're heeling her lee rail down or rolling in a harbor swell. Provides a handy extra burner when you're preparing a block-buster of a meal, too. All cast aluminum, overall height is 10½", 13" with Primus kerosene unit. Extends 12½" out from bulkhead, and it's just 9½" wide. Takes coffee pot or pan with max. 6¾" diam. bottom. *(wgt. 7 lb.)*
For use with Sterno fuel **$16.95**
Complete with special kerosene primus unit **$24.95**

COMPASCOPE

The sensational, hand-held sighting compass every navigator needs for taking quick, accurate bearings from any part of the boat. Hand made of brass and navy bronze, COMPASCOPE has oil-damped, jewel-mounted magnetic compass with mirror, enlarging lens, hair-line sighting pin and glare-free, lighted dial. Complete with varnished hardwood storage case. *(wgt. 3 lb.)* **$39.75**

the Crow's - nest 475 FIFTH AVENUE NEW YORK 17, N.Y.

"Rabbit", one of L. I. Sound's top Lightnings with HARD Sails

DACRONS BY HARD

A Success Story On Our Scientific Sails

Early last year our scientifically cut Dacron sails were introduced.

We felt that only by a fresh and new approach to sailmaking—sails made from endless minute calculations to determine the fastest possible cross sections—could the full potential of Dacron be realized.

1955 results in innumerable racing classes everywhere have shown that Dacron racing sails as designed and built by Hard are faster.

For example, in the keen and popular Lightning Class on Long Island Sound Hard Sails were —

First and second in the L.I. Sound Championships.
First, 2nd, 3rd, 5th and 6th in the Conn.-R.I. District Championships.
First for the Conn. Governor's Cup.

We are pleased to be receiving orders at a rate six times faster than before our new scientific sails were introduced.

Whatever your racing class, order now for a more successful season in 1956.

HARD SAILS, INC.

204 Main Street, Islip, N.Y. **Tel: Islip 3-1814**

This Culver runabout is built by Universal Marine Corp.

BOATS BY CULVER

► Universal Marine Corp. offers a line of outboard "Boats by Culver," which includes the Ranger, a 14′ runabout with 5′2″ beam using power up to 30 hp.; the 16′ Chieftain, with 5′10″ beam for power up to 50 hp., and two 18-footers, also taking 50 hp. The 18′ Mustang is convertible into open or enclosed boat by a top and side curtains, seats six and has 7′6″ beam. The Ensign, in a similar hull, is a cabin cruiser with accommodations to sleep two. The boats by Culver are of plywood over white oak frames with brass or bronze fastenings. Prices run from $545 to $1345.

UNIVERSAL MARINE CORP., 1005 So. Sanford Ave., Sanford, Fla.

NEW PRODUCTS IN MAPROX SEALER LINE

► Sealer 800 Mahogany and Sealer Solvent are two new products announced by Marine Products, Inc., manufacturer of Maprox synthetic rubber compounds. Sealer 800 Mahogany is a bedding and seam compound for seams in mahogany, and bedding windows, ports, and cabin structures having mahogany varnished finishes.

Sealer Solvent, developed to remove Sealers 700, 800 and 900 from hands, tools or work, comes in pints, quarts or gallons. Maprox continues to offer Sealer 900; Grit 500, a rubber base non-slip surfacing; Sealer 1000 for gaskets; Metal Mastic for cracks in metal; and Seal Patch 600, liquid rubber adhesive. The complete line will be shown at the New York and Chicago Shows.

MARINE PRODUCTS, INC., 41 High St., Oshkosh, Wis.

CONTINENTIAL SUPER-KING RUNABOUT

► To accommodate the new large outboard motors, Continental Products Corp. introduces a double-framed sports runabout, the Super King. With both horizontal frames and longitudinal stringers for additional hull strength, this 14′ boat has complete transom tie-in on the sides, bottom and sheer decking. Available either semi-finished or finished, the Super King will handle motors ranging from 7½ to 40 hp. She is of mahogany plywood construction with ⅜″ bottom and ¼″ sides and decking, with walk-through front seat and level floor planking. She will pull two water skiers or carry five passengers with a standard 25-hp motor.

Continental will continue to manufacture the George and Baron, introduced last year.

CONTINENTAL PRODUCTS CORP., 5211 Lemmon Ave., Dallas, Tex.

Continental's new Super King

22′ Express Cruiser built by Mercury

MERCURY BOATS OFFER FULL LINE

► The Mercury Boat Co. offers a full line of runabouts and cruisers ranging from the 14′ Ski Tug to a 26′ twin-screw Express Cruiser. The newest is the 16′ Mercury Sabre, designed for speed and flash, with a 115-hp. engine. Equipment includes an automatic bailer, fire extinguisher, step pads, navigation lights, vinyl plastic upholstery, life preserver cushions, natural finish mahogany lined cockpit, with pockets and complete instrument panel and gauges. Also new is Mercury's 22′ Express Cruiser with 115 hp. engine, which sells for $3850.

MERCURY BOAT CO., 2711 Tulare Ave., Burbank, Calif.

THURSTON SAILS ARE DACRON-TAPED

► The use of strips of fine-lay Dacron tape, in place of the traditional boltrope, is now standard practice at Thurston Sails, Inc. Thurston reports that synthetic sails hold their shape better when bound with this tape than when rope-edged; are free of the stretch and shrinkage of hemp and linen bolt ropes, and give the skipper better control of the draft of his sail through his manipulation of outhauls, downhauls and halyards. Boltrope will be used on Thurston sails hereafter only if specified by the buyer.

Another Thurston product is the Thurston Tote, a new version of the old log carrier, useful for log carrying, shopping, garden work, ice handling and similar heavy lugging. Of heavy duck with strap handles, they sell for $4.95.

THURSTON SAILS, INC., Warren, R.I.

CONDON SELLS BOAT LUMBER AND SUPPLIES

► The M. L. Condon Co. has a wide range of all types of boat lumbers and plywoods for marine use, and in addition furnishes preservatives, such as Boatlife Plastic Canvas Seal and Boatvinylife copper vinyl antifouling bottom finish. Boatlife Canvas Seal is said to waterproof canvas and porous surfaces, dry in 20 min., and provide a seal which won't break even when canvas is folded. Boatvinylife resists teredo worms and other organic or crustaceous growth on boat bottoms, and is said to prevent marine growth for as long as 18 months to two years, and to prevent drying out and seam separation while the boat is in storage.

M. L. CONDON CO., INC., 268 Ferris Ave., White Plains, N.Y.

A 10′ car-top model called the GunderDink is offered by Gunderson Catamaran Co. This craft is 5′4″ beam, weighs 100 lbs., and sells under $200.00. GUNDERSON CATAMARAN CO., Box 88, Belmar, N.J.

nautical nonsense

Landlubber says SHEET is an article of bedding.

Yachtsman says SHEET is a rope or chain fastened to one or both of the lower corners of a sail to regulate the angle at which it is set in relation to the wind.

You can always set your sail to good yacht insurance with the Boston Insurance Group.

CONSULT YOUR BROKER OR AGENT

BOSTON INSURANCE COMPANY
OF BOSTON, MASS.
OLD COLONY INSURANCE COMPANY
OF BOSTON, MASS.

Standard protection

The McKean-built Blue Jays are popular one-design sloops, 13'6" long and adopted by many clubs for their junior training and racing programs

MCKEAN BLUE JAYS AND PRAMS

► McKean Boats is a leading builder of the Blue Jay Class sloop, which in the past couple of years has grown very rapidly as a junior training and racing class. The Blue Jays, designed by Sparkman & Stephens, are 13'6" o.a., 5'2" beam, with 90 ft. of sail in a sloop rig which includes a spinnaker. The McKean Blue Jays are plywood planked with bronze fastenings and fittings. Latest fleet to swell the Long Island Sound area total is at the Cold Spring Harbor Beach Club. Kits, as well as finished boats, are offered by McKean.

McKean also builds pram dinghies in 8', 9' and 10' lengths, for sailing, rowing or outboard power.

MCKEAN BOATS, Mamaroneck 1, N.Y.

APPEL MARKS 100TH BIRTHDAY

► To commemorate the occasion of its 100th anniversary, S. Appel & Co., Inc., is introducing a new line of casual nautical ready-to-wear apparel for men and women. Catering to the increased interest of women in boating, they also offer a new line of original custom-tailored feminine nautical apparel. Many of these new items will be on display at the Appel booth in the New York boat show and all are shown in the colorful new anniversary catalog, which also describes uniforms and accessories for the U.S.P.S. and U.S.C.G.A.

S. APPEL & CO., INC., 740 Broadway, New York, N.Y.

EVERGUARD BAIT TANKS AND FENDERS

► New since last year in the line of Everguard products is a nylon, folding bait tank specially designed for use by outboard-borne fishermen. It goes inboard of the boat, folds away for easy stowage, and is of smilar construction and utility as the Everguard bait tanks and fish bags designed for use on inboard boats, in which the tanks are hung outboard.

Also produced by Everguard are Neoprene individual boat fenders, boat and dock bumper strips, and dock wheels which, mounted free to revolve on the corners of docks and floats, save many a dent and scratch on careless boatmen's topsides.

THE EVERGUARD CO., P.O. Box 143, Newport Beach, Cal.

The Water Skeeter is a double-pontoon, molded Fiberglas pedal boat, which may also be propelled by a 2-hp. outboard. A Car-Top Carrier, light trailer, and Fisherman's Kit and Canopy are extra accessories. DALLAS ENGINEERS, INC., Dallas, Penn.

American Steel Yacht Corp. presents the Mer-Made 26

NEW STEEL 26-FOOTER

► The American Steel Yacht Corp. adds a 26-footer to the growing number of steel-hulled boats. Their new Mer-Made 26 hull is constructed of U.S. Steel's 12-gage Cor-Ten, a high-tensile strength, corrosion-resistant steel, and is finished with four coats of vinyl plastic above the waterline, five coats below the water, and three coats inside. The self-bailing cockpit is of steel frame with wood deck, and a ⅜" steel plate skeg and shoe afford protection for propeller and rudder. The basic engine is a 95-hp. Chrysler Ace with V-drive and 1.42:1 reduction, but the Chrysler Crown may also be installed. Use of the V-drive permits space saving that is reflected in the extra-long bunks which sleep four. The 5' galley has a sink, large ice box, food locker and cupboard, and there is a fully enclosed head. Chrome hardware is featured throughout.

AMERICAN STEEL YACHT CORP., 658 Rockaway Turnpike, Lawrence, L.I., N.Y.

COLE-HERSEE IGNITION-STARTER SWITCH

► A key-operated, heavy-duty combination ignition and starter switch is a new product from Cole-Hersee. Developed for service and long life under extreme conditions of dirt and moisture, the M-550 switch contains a removable tumbler and two coded keys enclosed in a solid brass case, said to keep out dirt and moisture. Among the other products of this manufacturer useful for marine use is the M-284 Master Disconnect Switch.

COLE-HERSEE CO., 20 Old Colony Ave., Boston 27, Mass.

OUTBOARD RACING HULLS BY JACOBY

► Jacoby outboard racing hulls for 1956 will be built in 12 different models to provide a coverage fitting the A.P.B.A. requirements for classes M, A and ASH, B and BSH, C and DSH, F and X, in a choice of standard step hydro or three-point designs.

On all models planking is selected mahogany, frames, clamps, knees and stem are spruce. The decks are of doped airplane cloth. Fastenings are brass or copper rivets. Equipment includes steerer, throttle and fin.

FRED JACOBY BOAT WORKS, 1708 40th St., North Bergen, N.J.

A Jacoby Flyaway Class B racing hull

Winner FIBERGLAS® BOATS

Advanced design and high-style spark Winner's ten top-performing Fiberglas boats for 1956. Built for family boating pleasure, these dominant PlastiCrafts will meet the most exacting demands of America's boat-minded public.

These durable, time-tested outboards have the unrivaled "built-in" safety of the renowned Winner one-piece Fiberglas hull. Sure to please both youth and the young-in-heart, they are available in sparkling color combinations.

Pioneer manufacturing experience and engineering know-how have provided a sleek, uniform smoothness to these powerful Winner hulls to give them breath-taking speed, solid seaworthiness and matchless maneuverability.

Family boat buyers will find Winner boats gems for minimum maintenance and low upkeep. They have no seams to crack or open under shock or vibration, are impervious to absorption by water and require no seasonal preparation or painting.

From grandparent to grandchild, every member of the family will thrill to these dynamic Winner Fiberglas Boats, from the majestic 16' Viking to the perky 12' Wasp.

See them at the Boat Shows and at your dealers.

Write for 1956 catalog and name of nearest Winner dealer.

Winner **proudly presents these popular models:**

10 DYNAMIC FAMILY BOATING OUTBOARDS, 3 PRESENTED FOR THE FIRST TIME . . .

The **VIKING** — majestic *NEW* 16-footer. A striking figure in the roughest water, with long, sleek lines, luxuriously roomy!

Two *NEW* luxurious 14-footers, the **SKYLARK**, a deluxe, and the **SCORPION**, a utility model, both with long foredecks, wider gunwales.

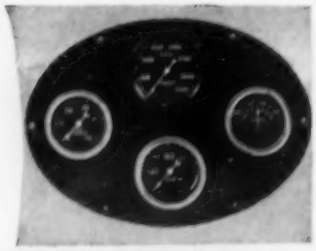
Four other 14' models, accenting family boating. The **SCIMITAR**, a fisherman model which sports a shorter foredeck for *extra roominess* — the **SEA DART** and the **SABRE**, both deluxe outboards with two-tone decking effect — and the **SCARAB**, a utility model, all superb performers in the roughest water.

Three powerful 12-footers. The **WARRIOR**, a deluxe model — the **WHIPLASH** and the **WASP**, both utility models, all colorful, high-style leaders.

Winner WORLD'S MOST EXPERIENCED MANUFACTURER OF FIBERGLAS BOATS

WINNER MANUFACTURING COMPANY, Inc.

Dept. Y TRENTON 3, NEW JERSEY



INSTRUMENT PANEL

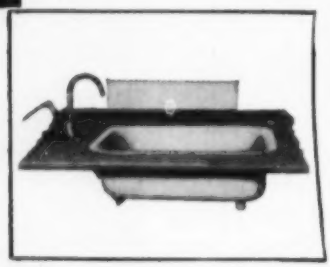
A handsome oval panel of laminated Bakelite 3/16" x 8½" x 12" with four dependable Stewart-Warner instruments. An oil pressure gauge, 0-75; an ammeter, 30-0-30; a water temperature gauge with 12 feet of tubing and tachometer, 0-3500, clockwise rotation (without cable) $19.95
Tachometer cable with end connections made up to order in any specified length.
Per Foot ..... $.50

MARINE CLOSET

A heavy duty pump type toilet at a light weight price. White vitreous china bowl, 2½" bronze pump, horizontal handle, ¾" inlet and 1½" outlet. Complete with cellu-white cover. Width 18", Depth 16½", Height 14", Weight 40 pounds.
Each $59.75

GALLEY SINK WITH PUMP

A white enameled porcelain pressed steel sink with a chrome plated bronze swivel spout pump. Outside dimension of sink 12¾" x 18" x 4¾". Pump is tapped for ⅜" pipe and stands 6¾" high above the base.
Combination $19.95
Sink (separately) ..... $ 8.75
Pump (separately) $12.75



AIR HORN KIT

Here's an air horn with a real "diesel tone"—audible for a full mile. A 12" chrome plated brass Strombos horn with a low pressure, heavy duty, low speed compressor complete with air tank, air valve, automatic pressure switch, gauge and drain valve. A real buy for the yachtsman who wants to be heard.
6 Volt $119.75
12 Volt $129.75

HALF OVAL STAINLESS STEEL RUB RAIL

STAINLESS STEEL HATCH TRIM

Streaking, peeling, tarnishing, costly replating etc. all are astern when you switch to gleaming, long-lasting, type 18-8 stainless steel for your hatch trim and rub rail. Both drilled and countersunk and polished to a smooth luster.

HALF OVAL (14 Ft. Lengths)		HATCH TRIM	
½" Width	Per Foot $ .75	1-1/16 x 60"	Per Length $4.25
¾" Width	Per Foot 1.10	1¼ x 72"	Per Length 5.25
1" Width	Per Foot 1.95	1½ x 72"	Per Length 5.55

STAINLESS STEEL SCREWS for all MOULDINGS

FOR HATCH TRIM ⅝ #6	Doz. 40c	Gross	$3.95
For ½" Half Oval ⅞ #6	60c		5.60
For ¾" & 1" Half Oval 1¼ #8	75c		8.60

MANHATTAN MARINE AND ELECTRIC CO., INC.
116 Y. Chambers St., New York 7, N.Y.

Hollow Plastic Age oars for rowing and stowing

ALL-PLASTIC OARS

► All-Fiberglas and polyester resin oars are produced by Plastic Age Reinforced Prod. Inc. Light and weatherproof, they have a built-in fishing rod compartment; removable handles open the full length of the hollow oar for stowage. This also makes the oars float. An integral row lock allows vertical, horizontal and rotational movement. Several lengths and five colors are available wtih prices approximately $7.25 each for the smallest to $23.00 per pair for the Husky model.

PLASTIC AGE REINFORCED PRODUCTS, INC., San Fernando, Calif.

STERLING SUPER DELUXE BOAT TRAILER

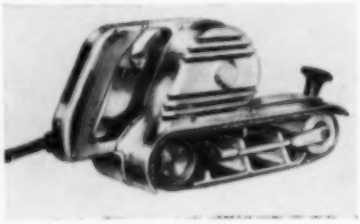
► "An all new trailer from coupler to transom support" is the way Sterling Boat Trailers describe their new Super Deluxe Model. Among its features is the new Crane Automatic Coupler, an adjustable winch stand and bow rest, and a geared winch which comes with 30' of ¾" rope. Adjustable keel rollers are fastened to the tongue. The redesigned cradle height bracket can be reversed and permits cradles or cradle rollers to be mounted either close to the keel or near the chines. The Super has a new crossmember and one-piece welded fender; and the Sterling Tilt-Glide has been improved with a built-in swivel. This trailer comes complete with safety chain and combination stop and tail light.

STERLING BOAT TRAILERS, P.O. Box 264, Salem, Ohio.

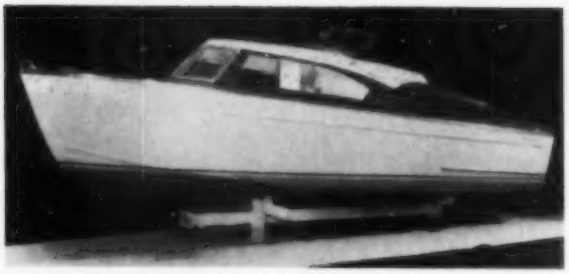
FULTON SUPPLY'S QUILTED GARMENTS

► Fulton Supply Co., a source of seagoing clothing for yachtsmen as well as professional fishermen, again offers all kinds of practical garments for use afloat in all weathers and all circumstances. A feature of its offerings this year is a full line of Winter Seal quilted garments, from under-boot socks to hoods. These clothes employ scientific dead-air-barrier principles to provide, in ounces, the warmth which more conventional garments furnish by the pound. They are worn under light outer clothing in extreme cold weather and as outer garments themselves in more moderate temperatures. Prices range from $2.95 for a pair of mittens to $34.75 for a full-length "refrigerator" overcoat.

THE FULTON SUPPLY CO., 89 South St., New York 38, N.Y.



Hi-Lo 3" X 24" Belt Sander is ball-bearing equipped, operated by a 9-amp. motor with a lock-type trigger switch. PENINSULA TOOL CO., INC., Menominee, Mich.



Scottie-Craft Biscayne Deluxe, powered by dual outboards

SCOTTIE-CRAFT BOATS HAVE NEW FEATURES

► As a major design change, International Shipbuilding Corp., have replaced conventional decking with permanent vinyl on their 1956 Scottie-Craft. The tough, durable deck finish is said to be weather-resistant and to cut down maintenance. Standard on all custom models are side wing vents that banish fumes and engine heat for closed-in cruising. When the convertible top is drawn during bad weather these vents allow cross-ventilation but keep the rain out.

Newest in the Scottie line is the 21′ Key Largo Custom equipped to berth two people and complete with galley and enclosed toilet. The Key Largo is powered by a 75-hp. Gray and has steering and power controls in the cockpit. The other boats in the 1956 line include the 18′ President Deluxe; the 19′ President Custom; the 21′ Biscayne Deluxe; the 21′ Biscayne Custom; and the Key Largo Deluxe. All except the Key Largo models are outboard powered.

INTERNATIONAL SHIPBUILDER'S CORP., 471 N.E. 79th St., Miami, Fla.

NEW TYPE DIESEL BY KAHLENBERG

► A new series of diesel engines designated as model E will head the Kahlenberg line for 1956. According to the manufacturer these are the first U.S.-built two cycle diesels to achieve self-sustained turbocharged operation.

The model E engines are vertical, heavy duty, full diesels, with direct injection, employing uniflow scavenging and pulse system exhaust turbocharging. The exhaust turbocharger is manufactured for Kahlenberg by D. Napier & Son, Ltd., of England.

Each individual cylinder head has two exhaust valves in water-cooled cages, a fuel injection nozzle and a caged poppet-type intake valve. Fuel pumps, also, are individual. A closed cooling system is used.

Control of the engine is centralized in a single lever near the aft end. The power plant starts and operates in either direction of rotation without a scavenger pump, blower, or any other device to assist the turbocharger.

The model E engines are being built in four, five, six, seven and eight cylinder units with power outputs ranging from 100 to 133 hp. per cylinder.

KAHLENBERG BROS. CO., Two Rivers, Wis.

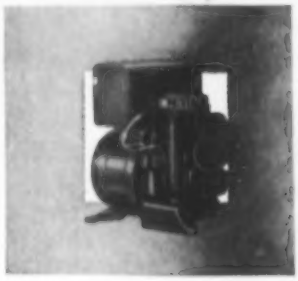
Model 1403 of the new line of boat trailers made by the Trailcar Div. of DUNBAR KAPPLE INC., Geneva, Ill. Employing a system of rollers this trailer is designed for ease of launching and loading as well as proper cradling of the boat. All models feature A-frame construction and are available for boats from 12′ to 16′

MANHATTAN MARINE AND ELECTRIC CO., INC.
116 Y. Chambers St., New York 7, N.Y.

DELCO POWER PLANT

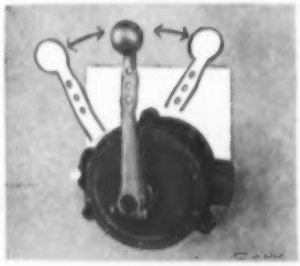
12 volt 600 Watt Air Cooled 1 cyl. 4 cycle battery charger. A complete power plant. Push button starting with automatic choke for remote starting. Complete with voltage regulator, back fire trap, ammeter, speed controlled governor and rubber shock mounts. Overall measurements. 20" x 20" in pipe frame (not illustrated)

Weight 95 lbs. Special Government Purchase **$125.00**



SEMI-ROTARY PUMP

The Air Force called them "Wobble" pumps and made them standard equipment as fuel transfer pumps. Easy operation and large capacity (12 gal. per min.) make them ideal units for a multitude of purposes. 1" I.P.S. inlet and outlet. Bronze lined, cast aluminum housing. Self-contained check valves to hold a prime. Dimensions overall (excluding handle) 5¾" x 6⅛" x 5¼". **$14.75**



NORTHILL STAINLESS STEEL FOLDING ANCHOR

The Flukes and the stock of this gleaming STAINLESS STEEL "Hook" fold in against the shank for easy stowage. Only thirty-two pounds but with such tremendous strength and holding power that it is suitable for boats up to sixty feet. Complete with Stainless Steel Shackle. Length of shank 33", tip to tip of flukes (open) 31".

Each **$49.75**

LATEST CATALOG

224 Pages of up-to-the-minute items of interest to the mariner. Hundreds of illustrations with complete data on many new items and new modifications of old items. A complete reference and guide to supplies and equipment for all types of pleasure craft from outboard to Bermuda Racers.

IMMEDIATE FOR MAILING

Send $1.00 to cover postage and handling. FREE to Boat Builders, Jobbers, Dealers, Ship Yards, Naval Architects and Industrial Organizations. Write on your company stationery.

MANHATTAN MARINE & ELECTRIC CO., INC.
116Y Chambers Street, New York 7, N. Y.

Enclosed find $1.00. Please send catalogue to

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ADDRESS _____

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Duratech Pramline series is lightweight

DURATECH UPHOLSTERS RUNABOUT SEATS

► Seventeen different models of aluminum boats will be produced in 1956 by Duratech, in three general hull types. The Pramline series is extremely lightweight, for cartop, dinghy, or general use, and is available in sizes from 8′ to 11½′. The Veeline series are rigidly braced, lightweight utilities in 12′ and 14′ lengths for engines of from 3 to 15 hp. Heaviest series is the Sealine, in 13- and roomy 15-foot sizes. The 13-footer is rated for 30 hp. and is of round chine construction. And for 1956 all Duratech runabouts will feature upholstered backrests and seats to provide "car comfort."

DURATECH MFG. CORP., 12 Paulding St., Pleasantville, N. Y.

"Car comfort" is aimed for in Duratech's "Sealine" runabout

A. N. A. ADDS 2 INBOARD MODELS

► The Associated Naval Architects, Inc. have added two inboard powered lapstrake sea skiffs to their line for 1956. A 24′ skiff, mahogany planked with oak frames, has a 95-hp. Chrysler engine and includes living accommodations for two. The other new boat is a 19′ sea skiff which has a 70-hp. Gray engine, with additional power optional. The 1956 outboard line of A.N.A. consists of nine models in a size range from 12′ to 16′, all designed for rugged service with a maximum of accommodations. Featured this year are styrofoam flotation units in the runabouts. A.N.A. boats will be on display at the 1956 boat shows throughout the East.

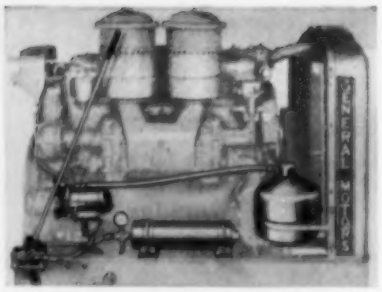
ASSOCIATED NAVAL ARCHITECTS INC., West Norfolk, Va.

INSTRUMENT PANEL FOR OUTBOARDS

► Aqua Panel, a new, easily installed instrument panel for electric-start outboards has been announced by Aqua Prod. Div. of Ketcham & McDougall, manufacturers of Aqua Meter marine speedometers. Chrome-plated brass, the Aqua Panel is a custom speedometer with two-tone dial in a choice of speed ranges from 5 to 30, 5 to 40, and 10 to 50 mph. Mounting holes are provided for choke and start buttons, with two additional ⅜″ dia. holes for extra equipment. The Aqua Panel complete wtih speedometer is $27.50. A speedometer tube assembly kit containing parts necessary to complete a panel or meter installation sells for $7.50.

AQUA PROD. DIV., KETCHAM & McDOUGALL, Roseland, N.J.

GM's new hydraulic starter was developed to provide split-second starting for diesel engines even under adverse conditions



GENERAL MOTORS HYDRAULIC STARTER FOR DIESELS

► Available for installation on new GM Detroit Diesel engines at the factory on others already in operation is a new hydraulic starter developed by General Motors to provide split-second starting for diesel engines even under adverse weather conditions. In addition to being unaffected by temperature, humidity or altitude, it is claimed to eliminate replacement and maintenance costs common to other types of starters.

Upon movement of a lever, gas pressure built up behind a piston in a sealed accumulator forces oil through the hydraulic starting motor. When the engine starts, an engine driven pump forces the oil back into the cylinder, recompressing the gas for the next start.

DETROIT DIESEL ENGINE DIV., GENERAL MOTORS CORP., Detroit 28, Mich.

LIQUIDVISION FUEL GAUGE FOR BOATS

► A new aircraft-type, remote-reading fuel gauge is offered by Liquidvision Gauge & Control Corp. This gauge can be used on any tank of up to 16′ depth. The dial is graduated in inches, but each instrument is furnished with a separate gallons chart where the owner may mark the exact number of gallons for each fraction of an inch rise of liquid in his tanks. The gauge can be mounted near the wheel. Known as the Model I Levelux Panel Type 3" Indicator, it is entirely non-magnetic.

LIQUIDVISION GAUGE & CONTROL CORP., P.O. Box 51, Oceanside, N.Y.

PANEF LUB-A-KIT

► A handy lubrication kit is offered by the Panef Mfg. Co. Known as Lub-A-Kit, it comes in a reusable styrene case which contains three types of lubricants in individual dispensers. These are Lub-A-Spray, a dry graphitoid lubricant for locks, hinges, etc.; Panef-Oil, an all-purpose oil for fractional hp. motors, tools, etc.; and Lub-A-Graph, a penetrating graphitic lubricant for flexible shafts, speedometer cables and other uses. Lub-A-Kit sells for $1.00.

PANEF MFG. CO., INC., Milwaukee 1, Wis.

Reynolds Aluminum boat powered by Eckenroth Motor & Boat Mfg. down-drive, inboard, air-cooled 2-cyl., 6-hp., 4-cycle motor. Oil is cooled by radiator located in the skeg and pumped through the motor. ECKENROTH MOTOR & BOAT MFGS., Sky Harbor Sta., Bldg. 6, Deland, Fla.

NEW FUEL SYSTEM USED ON P & H DIESELS

► A new, simplified fuel system, featuring the Roosa-Master Pump, is to be standard equipment on current models of P & H Marine Diesels. This line, which covers the range from 30 to 255 hp., will also be distinguished by new flexible mounts designed for ease of installation and a reduction of vibration.

The new P & H fuel system retards or advances injection automatically in accordance with the engine revolution speed, which is said to improve idling characteristics and engine response.

P & H diesels, of the 2-cycle type, are designed to be unusually compact and light. They feature a "unitized" power assembly which, it is claimed, makes it possible to replace an entire cylinder assembly (or each component)—consisting of head, liner, piston and rod—as a single unit quickly.

P & H DIESEL ENGINE DIV., HARNISCHFEGER CORP., Crystal Lake, Ill.

SALERNO BOATS OF PLASTIC

► Salerno Shipyard offers a number of models of Fiberglas reinforced plastic boats 15½′ to 22′ in length, inboard and outboard powered. They are able, round-bilge hulls of one-piece plastic molded by the Marco method, with full-length skegs and other desirable features. The 15½′ hull is offered either with a 60-hp. Gray inboard engine, giving up to 30 m.p.h., or for outboard power. Salerno's Sea Mink is an 18-footer, with power options from 60 to 100 hp., the latter giving 30 mph.

The 22′ Sea Eagle, making 24 m.p.h. with 115 and to 30 m.p.h. with 165 hp., is available either as a utility boat, or as a two-berth cruiser.

SALERNO SHIPYARD, INC., P.O. Box 18, Salerno, Fla.

COMBINATION TOILET AND BILGE PUMP

► Of interest to small cruiser owners is a unique Marine Water Closet Bilge Valve said to transform a toilet pump to a bilge pump at the turn of a lever. Offered by Carlson & Son, this valve is designed to fit any standard marine water closet. The manufacturer does not recommend this valve for craft over 24′ because the pumping capacity is limited by the size of the toilet pump. The valve also, according to the manufacturer, helps eliminate the main cause of toilet failure—the drying out of pump leathers or freezing valves.

CARLSON & SON, 19 James Place, Metuchen, N.J.

DURATITE WOOD DOUGH

► Among the products offered by Webb Prod. Co. is a wood sealer recommended for marine use, called Duratite Wood Dough. According to the manufacturer Duratite Wood Dough fills imperfections up to ½″ in depth in one application. For smaller cavities such as slight gouges, dents, holes, etc., Duratite Surfacing Putty, a quick-drying surfacer, is recommended. Both the dough and the putty are available in eight colors. Also of interest for boat use is Duratite White Glue, a polyvinyl resin glue which is said to bond paper, wood, fabrics, leather, metals, glass, china, pottery, tile and plastics.

WEBB PROD. CO., San Bernardino, Calif.

PENETROL CONTROLS DRY ROT

► Penetrol, a penetrating, oil-base product, made by the Flood Co., is said to successfully control dry rot in wood. Penetrol soaks into the wood fibers and is said to harden into a protective moisture-barrier film. In addition to keeping the wood dry, it is said to provide an anti-peeling foundation for paint, and to penetrate calking and hold it in. The product contains no poison, but is formulated to protect against dry rot and worms by keeping the moisture content of wood lower than is necessary to support these conditions.

THE FLOOD CO., Hudson, Ohio.

HOLGAZAN
J. S. Abel and D. F. Sevinghaus, (co-owners)

1949—Seattle Fleet Champion
1950—Seattle Fleet Champion
Northwest District Champion (5 firsts)
P. I. Y. A. Ladies' Race Winner (Lady Skipper)
Seattle Seafair Ladies' Race Winner (Lady Skipper)
Cowichan Bay Regatta Winner, B. C.
P. I. Y. A. Team Race, 1st Boat (Skippers chosen by lot)
Boat chosen by Corinthian Yacht Club, Seattle, as "Boat of the Year", winning 22 first places in 30 races.
1951-52—Laid up
1953—Seattle Fleet Champion
Northwest District Champion (2 first, 1 fifth)
1954—Same as 1953
1955—(record available through July)
All first places in its own fleet
Pacific Northwest District Championship Regatta (23 boats in race)

Winning Consistency...

CHAMPIONSHIP ACHIEVEMENT!

There's a big difference between winning a race or a series, and consistent championship achievement over years. Larsen is proud to have canvassed HOLGAZAN, outstanding for her winning consistency, and a Lightning champion since 1949.

LOUIS J.
LARSEN
Yacht Sailmakers
50 Warren Street
New York 7, N.Y.
Phone: BArclay 7-1771

GREATER MIAMI'S **Complete** SERVICE FOR YACHTS

"Bring us your yacht for *truly* complete berthing and repair service—nearest the ocean, right in the middle of Miami Beach!"

BERTHING-STORAGE—75 berths, comprehensive dry storage facilities, fuel, all supplies.

REPAIRS-OVERHAUL—Complete haulage equipment, marine railway—engine shop, marine hardware.

REFITTING-REBUILDING—Carpenter, paint, upholstery, sail shops—famous for quality work.

MIAMI BEACH BOAT SLIPS, INC.
1928 PURDY AVE., MIAMI BEACH

Since 1921—the Quality Yacht Yard of the South
Write for Information, free Brochure

STRENGTH AND INTEGRITY

THROUGH 114 YEARS

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Sold through agents and brokers.

ATLANTIC

ATLANTIC MUTUAL INSURANCE COMPANY
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Baltimore • Boston • Charlotte • Chicago • Cincinnati • Cleveland • Columbus • Dallas • Detroit
Grand Rapids • Houston • Indianapolis • Los Angeles • Milwaukee • Newark • New Haven • New Orleans
Philadelphia • Pittsburgh • Portland • Richmond • St. Louis • San Francisco • Seattle • Syracuse

The 32′ Temptress is a four-berth auxiliary sloop

TEMPTRESS DESIGNED BY RHODES

► The 1956 model of the 32′ Temptress, an auxiliary sloop designed by Philip L. Rhodes and sold by Reisinger Marine Sales. Powered by a 25-hp. Universal Marine engine, she comes with stainless-steel rigging and turnbuckles, sheet and halyard winches, and roller reefing gear. Reisinger also offers the new 25′ Coquette auxiliary sloop, with a choice of racing or cruising rigs and powered by a Kermath.

REISINGER MARINE SALES, Tappahannock, Va.

NEW AND IMPROVED FEDERAL YACHT PAINTS

► Offering greater beauty and protective efficiency, the Federal Paint Co., Inc. is introducing a new and improved line of yacht finishes. These include a new-formula bottom paint which is said to protect a boat's bottom from all types of marine growth, regardless of locality or length of season. Federal Yacht Whites and colors have a full-bodied brilliance and long-lasting gloss developed to resist deteriorating effects of salt air, water and sunlight, and come in 18 hues, including black and white. Also included in the Federal line is Fed-Ex Degreaser, which dissolves oil and grease.

All of these products will be on view at the New York, Chicago, and Miami Boat Shows where an attraction will be an audience-participation Color Schemer.

FEDERAL PAINT CO., INC., 33 Rector St., New York 6, N.Y.

SKANEATELES BOATS

► In addition to building their own line of boats, which include Lightnings, Gypsies, Comets, Rhodes Bantams and Penguins, Skaneateles Boats acts as dealer or distributor for Grumman Metal Boats, Thompson Bros. Boats, Dundee Boats, M. M. Davis Cruisalongs, Old Town Canoes, Sailfish, Brennan Motors, Evinrudes, Topatco, Taylor, Airguide and Aeromarine instruments and other marine equipment. Through a connection with Gusta Erickson, Skaneateles also offers its service in handling importation of boats.

SKANEATELES BOATS, Skaneateles, N.Y.

THE RYE BOAT CO., 182 North St., Rye, N. Y. offers the 1956 Rye Pram line, including a new all-mahogany and ash pram weighing 65 lb. and priced at $99.95

Old Town outboard boat scampers with 25 horsepower

OLD TOWN CANOE BUILDS VARIETY OF BOATS

► Although it is best known for its canvas-covered canoes, the Old Town Canoe Co. builds a variety of other boats. Among these are a sailing dinghy which is also useful as a yacht tender, a lapstrake Whitecap centerboard sailboat, flatbottom wooden rowboats, and rowing skiffs following a style dating back over 90 years. Several models are designed especially for outboard motor operation, from variations on the canoe and rowing skiff to an 18′ Sea Model and Oceanboat. Typical of these huskier craft is the 15′ lapstrake outboard boat shown here. Construction is ⅛″ cedar lapstrake planking on ash frames.

OLD TOWN CANOE CO., Old Town, Me.

MORTON JOHNSON BUILDING 54-FOOTER

► A 54′ custom twin-diesel sport fishing cruiser is under construction at the Morton Johnson & Co., Inc. shipyard. Specially designed by Floyd P. Ayers for use in the coastal waters of South America, this boat is double-planked mahogany with white oak framing. Decking is teak, fastenings Everdur. The bottom of the hull will be covered with Armour Glass to protect against tropical worms. Power will be a pair of 235 GM diesels with 2-to-1 reduction. The cruising range of this sport fisherman will be 1000 miles, and she will be completely outfitted with all the latest equipment.

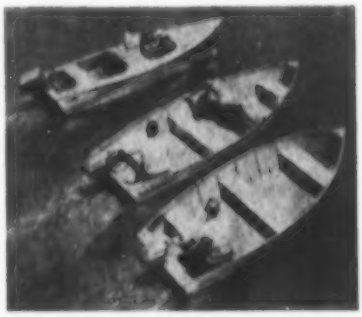
Also under construction at the Johnson yard is a custom sport cruiser, 37′ long, of lapstrake construction, and two 33-footers which feature complete equipment for a 200-mile cruising range.

MORTON JOHNSON & CO., Bay Head, N.J.

NEW 12-FOOTER IN TOMAHAWK FLEET

► The extensive line of boats manufactured by the Tomahawk Boat Co., has a new member of the family this year, the Fiberglas reinforced plastic Car Mate G1252, weighing only 110 lb., 12′ long, 4′4″ beam, designed for outboard motors up to 7½ hp., able to carry a 450-lb. load, and costing $235. The plastic hull has splash rails, keel and flotation molded in, along with the aluminum gunwale and the color.

TOMAHAWK BOAT MFG. CORP., East Somo Ave., Tomahawk, Wis.

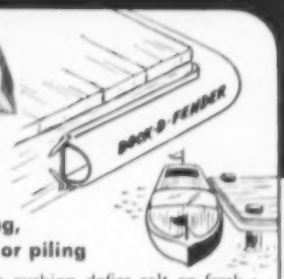


Trailorboat line-up of 1956 aluminum boats includes the Fun-A-Bout, the Klamath, and the Fishmaster, which come as 12 or 14-footers. THE TRAILORBOAT ENGR., CO., 923 Francisco Blvd., San Rafael, Calif.

Dependable Protection FOR FINEST HULLS!

FRANKLIN D-FENDER

- Non-Marring to finest Hulls . . . Non-squeaking
- Easy to Keep Clean—pure Polyethylene
- Virtually Indestructible
- Non-pneumatic—can't deflate
- It Floats . . . lightweight and buoyant
- Corrosion-proof and Rot-proof
- Scientifically engineered for maximum cushioning
- Permanent Marine White



DOCK D-FENDER

Flexible, long lasting, nails to dock sides or piling

New Polyethylene dock cushion defies salt or fresh water, sunlight or physical damage. Simply nails through flanges to dock sides or piling. Super-cushioning effect. Marine White . . . shows no scuffs or dirt, and *can't rub off on finest hulls!* Furnished in one universal size in flexible 100 ft. lengths for easy installation.

WRITE for Distributor Plan today! SEE D-FENDERS AT THE BOAT SHOWS

D-FENDER®

FRANKLIN PLASTICS, INC. Franklin, Pa. Manufacturing Since 1932

Bayfin 17 and Gulfin 15 are two of the Flying Finn line of outboard skiffs built in Finland. Available in 14' to 18' lengths, these planing skiffs are designed for coastal waters. Prices range from $625 to $1095.00 F.O.B. New York. FINNISH YACHTS AND BOATS, INC., 122 E. 42nd St., New York, N. Y.

JEWELRY CREATED FOR BOATMEN

► Created for boatmen by boatmen, nautical jewelry made by His Lordship Products Co. has a wide range of designs which reproduce in three-dimensional detail many types of cruise, sailing craft and outboards, as well as nautical equipment items. Also included are designs of game fish, and U.S.P.S. insignia jewelry in Power Squadron colors. Most of the designs can be had in pins, cuff links, earrings, tie bars, money clips, lighters and charm bracelets. A number of the designs are made with actual moving parts, such as the compass needle, the sextant arm, and the propeller and handle on the outboard motors.

HIS LORDSHIP PRODUCTS CO., 116 Nassau St., New York 38, N.Y.

NEW TECHNIQUE FOR LAYING TEAK DECKS

► Alroy Process Corp., manufacturers of AR-707 No-Cotton Caulking Compound and AR-703 Marine Coating, report a new technique for laying teak decks without the use of fastenings. The technique consists of applying a thick coat of AR-703 Marine Coating to a clean, dry underdeck, preferably plywood, and laying the teak planks in place. Either sand bags or scattered escutcheon pins recessed in the seams keep planks in place while the coating is setting, after which AR-707 Caulking Compound is applied in the seams to dress up the job and insure against leakage.

ALROY PROCESS CORP., 6 E. 46th St., New York, N.Y.

HYDRAULIC BOAT STEERING UNIT

► A new hydraulic boat steering unit, called Hydro-Steer, is made for outboards by the Tulsa Machine & Mfg. Co. Furnished with materials necessary for installation, it consists of a front cylinder unit, a pressurizing unit, and a rear cylinder unit. The principle of operation utilizes transference of fluid from one cylinder to another, with a pressurizing unit to keep the fluid under constant pressure. This is said to give instant response, so there is no lag between wheel movement and motor movement The unit comes complete, including hydraulic fluid, ready to install and is guaranteed for one year. A choice of wheel styles is available.

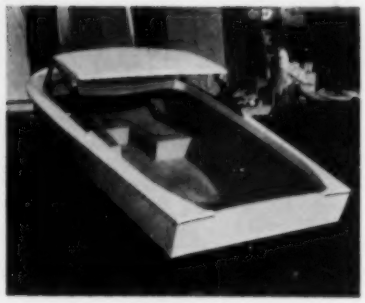
TULSA MACHINE & MFG. CO., Tulsa, Okla.

DRAGONFLY IS AIRDRIVE OUTBOARD

► The Dragonfly Airdrive Outboard Motor is an air-cooled, air-steered means of propulsion designed especially for navigating shallow, grassy or stumpy waters.

The current model, the "80 Cruiser," features a 4 hp. motor, ball bearing shaft, on-off switch, air cleaner, rewind starter, tilt handle and finger tip speed control. The unit is attached to a boat with two screw type clamps. Its 31" diameter propeller is encased in a rigid wire safety guard which may be removed for ease in transporting.

ROBERTSON-HEDGES, INC., 629 W. 39th St., Kansas City, Mo.



One of the Atlantic Boat Works new Model F-18s, a semi-cabin plastic hull for single or twin outboards

ATLANTIC OUTBOARD OF FIBERGLAS

► Featured in the fleet of the Atlantic Boat Works of California this year is their Model F-18, a Fiberglas-reinforced plastic semi-cabin boat, 17'8" o.a., 7'3" beam, priced at $1250. She uses single or twin outboard of any power, and has 22 separate flotation compartments molded into her bottom. Atlantic will also have, for 1956, a complete new line of trailers and plastic and plywood boats for both inboards and outboards.

ATLANTIC BOAT WORKS, 11374 Atlantic Ave., Lynwood, Cal.

STERLING ELASTIC MARINE SEAM COMPOUND

► Sterling Paint and Varnish Co. has a new pliable sealing compound. This Sterling Elastic Marine Seam Compound is said to allow for swelling and shrinking of wood, and to dry with a hard, durable surface yet stay soft underneath. In addition to filling deck and hull seams, the manufacturer says this can be used in setting stanchions, ports, deck glass, hatches and companionway frames.

STERLING PAINT & VARNISH CO., 184 Commercial St., Malden, Mass.

NEEHI RESINS FOR FIBERGLAS COATINGS

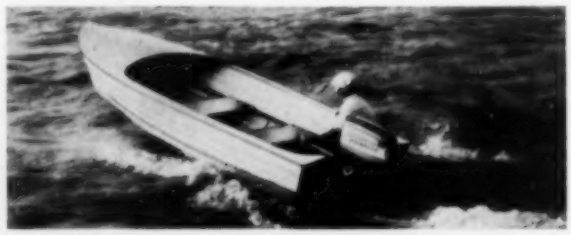
► Neehi Protective Coatings are offered for protective coverings on hulls, decks and other surfaces. The manufacturer reports that these resins, used with Fiberglas, are stable and easily workable, with added qualities of resilience and controlled flexibility. Pre-measured, fade-resistant colors are a new feature said to take the guesswork out of handling additives.

NEEHI PROTECTIVE COATINGS, INC., 340 West Hoffman Ave., Lindenhurst, N. Y.

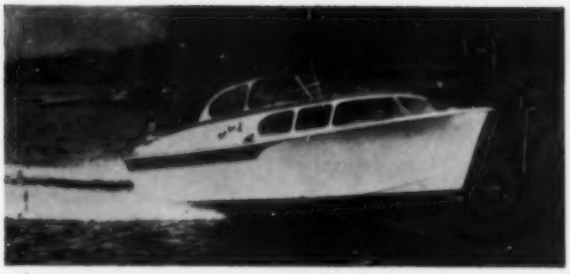
NEW CLINKER-TYPE FIBER GLASS BOAT

► Molded Fiber Glass Boat Co. announces a new 15'7" fiber glass boat with clinker design molded in. Named the Molded Fiber Glass, the boat is said to have increased longitudinal strength and stability, and a soft ride with less spray. The hull is molded in one seamless piece, reinforced with bonded-in ribs of Fiberglas parallel-strand reinforced plastic. It comes in three models, the Union, a fishing and utility boat with a 54" mahogany deck; the Cambridge, a family boat with solid or split center deck; and the Erie, a deluxe boat with 63" mahogany deck.

MOLDED FIBER GLASS BOAT CO., 45-4th Ave., Union City, Pa.



Molded Fiber Glass 16' Union has two full-width seats



21-footer Bell Boy Express has 7'10" beam

BELL BOY PLASTIC BOATS

► Modern automobile styling is featured in the 1956 line of Bell Boy Boats built by Bellingham Shipyards Co., with wrap-around windshields and dramatic new colors molded in the Bellglas-reinforced plastic hulls, cabins and decks. Largest is the 21' Express, available for inboard or outboard installation, with accommodations for two. Other models are the 18' Express; 16' Express, Hardtop, Convertible and Fisherman; 13'9" Runabout; 11' Cartopper; and an 8' Yachtboy dinghy. All Bell Boy Boats feature built-in spray knockers, styrofoam and air tank flotation, and one-piece hull.

BELLINGHAM SHIPYARDS CO., Bellingham, Wash.

BJ WATER-LUBRICATED BEARINGS

► An addition to the bearing line of the Byron Jackson Div. of Borg-Warner Corp. are the new Water-Lubricated Bearings designed for small craft. Those Slimline bearings, like all BJ bearings, are of resilient molded rubber bonded to a brass case. They come in two sizes, 1" × 1¼" × 4" and 1¼" × 1½" × 5". These rubber-lined bearings are designed to absorb noise and vibration and to give long life, since there is no metal-to-metal contact and abrasives are said to be washed out by the lubricating action of the water.

BYRON JACKSON MARINE BEARINGS, P.O. Box 2493, Terminal Annex, Los Angeles 54, Calif.

ECONETTE 21-FOOTER FOR FAMILY CRUISING

► Econette Cruisers are building for the family this year. Their 21' cruiser sleeps four, has separate toilet and galley space, and is powered by dual outboards mounted in wells large enough to enable a person to change shear pins without lifting the motor out. As with all of their line of cruisers from 15' to 27', this model has a displacement-type hull of arc-bottom design, and is of plywood construction.

ECONETTE CRUISERS, 1021 Galena Rd., Peoria, Ill.

AUXILIARY SAILBOAT CADET

► A modern 28' auxiliary sailboat designed by Winthrop L. Warner to combine ability and cruising comfort is built by William F. Slaymaker. Named the Cadet, this auxiliary has ample beam, firm bilges and generous ballast, to insure a boat which will be at her best in a fresh breeze. The sloop rig has a sail area of 405 sq. ft. The motor is a Gray 25-hp., with reverse gear, starter, and generator. Cadet sleeps four and has galley and toilet.

WILLIAM F. SLAYMAKER, 160 Willard Ave., Newington, Conn.

WHITE COTTON YACHT ROPE

► White Cotton yacht rope that never kinks is the product of Hoffman Lion Mills Co., Inc. This cotton line is said to stay soft and pliable no matter how wet it gets, and to add a touch of beauty to every yacht. It is excellent for sheets and halyards, according to the manufacturer, and is easy to splice. An ideal dinghy fender can be made from it also.

HOFFMAN LION MILLS CO., INC., Fall River, Mass.

SAFEGUARD YOUR INVESTMENT WITH—

FITLER ROPE

Fitler Filament and Spun Nylon Yacht Ropes are impervious to mildew and are stabilized to retain their original lay formation. Fitler Waterproofed Manila Rope, identified for your protection with a blue and yellow trademark is excellent for anchor and mooring lines because of its flexibility.

THE EDWIN H. FITLER CO.

New Orleans 17, La. Philadelphia 24, Pa.

Manufacturers of Quality Rope Since 1804

The HERITAGE Stove

Back Again and Better Than Ever!

1. Polished aluminum top, three bronze burner grates
2. New alcohol burners, or bronze gas burners, optional
3. Cast aluminum burner tray, easier cleaning
4. Larger, 2-burner oven, insulated
5. Cast iron bottom burner tray
6. New gimbal mounting brackets

TWO SIZES

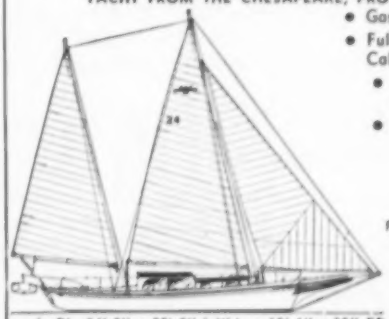
Also NEW light-weight aluminum non-fouling mast-head flagstaff—burgee or private signal quickly changed.

THE HERITAGE COMPANY

55 NEW YORK AVE., HUNTINGTON, N. Y., Tel. 4-0480

THE VAN DYKE BAYMATE

A DISTINGUISHED AND PRACTICAL SHOAL DRAFT BUGEYE YACHT FROM THE CHESAPEAKE, PROVEN AT SEA



- Gas or Diesel Auxiliary
- Full Headroom in Main Cabin
- Enclosed Head, Complete galley
- Sleeps 4-6 in 2 Cabins
- Quality Construction Mahog. Strip Planking on Oak Frame

Fiber Glass Decks
Stainless Rigging
Bronze Hdw.

AV. PRICE, COMPLETE
$12,000.00

L. Dk. 34'-0" x 28'-0" L.W.L. x 10'-6" x 30" BD. UP, 4'-6" BD. DOWN

VAN DYKE BAYMATES **Cambridge, Maryland**

"MARE NOSTRUM"
Winner Havana-San Sebastian

"HOOT MON"
1955 SORC Champion

"CANUTE VI"
1955 National Snipe Champion

"CIRRUS III"
1955 International Comet Champion

"PAUKIE"
1955 National Thistle Champion

ULMER SAILS . . . first in any class!

In the 1955 racing season, Ulmer sails lead the way in Snipe Class, Comet Class, Thistle Class, Class C, Class B, and Class A. All these winners carried a complete complement of Ulmer sails—obvious testimony of superior workmanship and quality.

When it comes to sails—you'll be ahead in any class—with sails made by Ulmer!

CHARLES ULMER, INC. Sailmakers
CITY ISLAND, NEW YORK • ANNAPOLIS, MD.

Nor-Craft K-1, 22'8" Express Cruiser, for family of five

NOR-CRAFT FIBREGLAS BOATS

► Featured in the 1956 line of Nor-Craft Marine Inc. Fibreglas outboard boats are nine models, from 14′ utilities to 23′ Express and day cruisers. There are two 15′ runabouts, the B-2 and B-3; the A series of five 14′ boats; the C-2 family Dayboat, a 17′ runabout with either a rigid or convertible canopy; and the K-1 Express Cruiser and L-1 Day Cruiser, each 22′8″ long. All Nor-Craft have one-piece molded Fibreglas hulls and are designed for operation under extreme conditions.

NOR-CRAFT MARINE, INC., St. Paul, Minn.

MONTANA BOATBUILDING FIRM

► Stan-Craft Corp., which has two complete marinas on Flathead Lake in Montana, also builds boats. Starting with a 14′ plywood fishing boat, which handles motors up to 10 hp. and sells for $199.00, they offer a complete selection up to a 34′ Enclosed Cruiser with dual engines that sells for $13,136.00. All Stan-Craft boats are available with Fibreglas covering on bottoms. This firm also does custom building of pleasure and work boats, and is distributor for various outboard manufacturers.

STAN-CRAFT CORP., Flathead Lake, Somers, Mont.

NORWOOD EXPOSURE METERS

► Boating camera fans will be interested in two recently-developed exposure meters offered by Norwood Flashcraft, one for flashbulb photography and the other for speedlight units. Th f-stop is computed automatically by these instruments from inputs set for shutter speed, film sensitivity and flash bulb number or speedlight power. Dials on each meter are inscribed with footage meters registering from three to 48 feet.

NORWOOD FLASHCRAFT CO., 3018 E. Foothill Blvd., Pasadena 8, Cal.

NOPAR BOATS HAVE 5-YR. GUARANTEE

► Satisfactory performance is assured under liberal terms by the guarantee covering the new Nopar Plastic Boats for 1956 offered by Pla-Tank, Inc. The guarantee applies to all five Nopar models which include a 14′ Deluxe Runabout, a 14′ Utility model, 12′ Utility Runabout, 7½′ Yacht Tender Pram, and the 7½′ Sailing Dinghy. Nopar boats are Fibreglas molded plastic. Distribution is by direct factory sale.

PLA-TANK INC., West Warren, Mass.

DILLABAUGH MAKES BOAT BUILDING EASY

► Each boat kit from the C. R. Dillabaugh Co. contains a detailed booklet of instructions for assembling the boat, including drawings and photographs preceded by an interpretation of the terms used in the instructions. Among the kits are a 14′ Rocket Runabout, the 18′ Dillabaugh Cruiser, 12′ Sportsman Rowboat, and a 16′ Cruiser.

C. R. DILLABAUGH CO., 7928 N.E. Mallory Ave., Portland, Ore.

Samson, a new lightweight Fiberglas dinghy designed to carry a 520-lb. load. Length is 6'7", beam 4'. Styrofoam flotation is built in, and rubber fender guards protect topsides. $250.00. Sailing model also available. ARNOLD C. GAY YACHT YARD, 1 Shipwright St., Annapolis, Md.

MOLDED PLYWOOD HOME BUILDING KITS

► U.S. Molded Shapes, Inc., long a supplier of molded plywood boat hulls and other components to custom builders has now made its kits, for the first time, available to individual home builders. These kits are made in six sizes, 12', 14', 16', 19', 21' and 24', the latter three being suitable for either outboard cruisers or open boats.

The kit includes molded plywood hull sections, stem, keel, keelson, transom, gunwales, splash rails, decking and seats, each pre-fitted, the builders state, to insure trouble-free construction with a minimum of work. In the cruisers, the basic parts of the hulls are provided and the interior left to the individual's needs. The makers say such a kit saves in time and labor of boat construction as much as 75%.

U.S. MOLDED SHAPES, INC., 640 Market St., Grand Rapids, Mich.

GROVER AIR HORNS HAVE NEW FEATURE

► For marine installations Grover Products Co. have added to their line a new direct-to-horn air compressor unit. This self-contained system eliminates the need for automatic electric air compressors and air storage tanks to operate horns, making a compact installation. Grover horns may also be operated from CO_2 systems. There are 41 types and combinations of Grover marine horns available. The firm also makes an electric bilge pump.

GROVER PRODUCTS CO., 1221 S. Hope St., Los Angeles 15, Calif.

SHEP'S SHIP SHOP MODELS

► Half model trophies are built to scale by Willard Shepard. In addition to the regular line of trophies which cover all the class boats, this firm now offers Class A or Marblehead Class yachts, scenic picture models, Hawk's Nest type models, Admiralty style and full frame and plank construction models, and builder's half models of any vessels for which plans are available. The firm also restores rigged models of all types, repairing hulls and rigging and replacing missing parts. Future plans include figure-head reproductions.

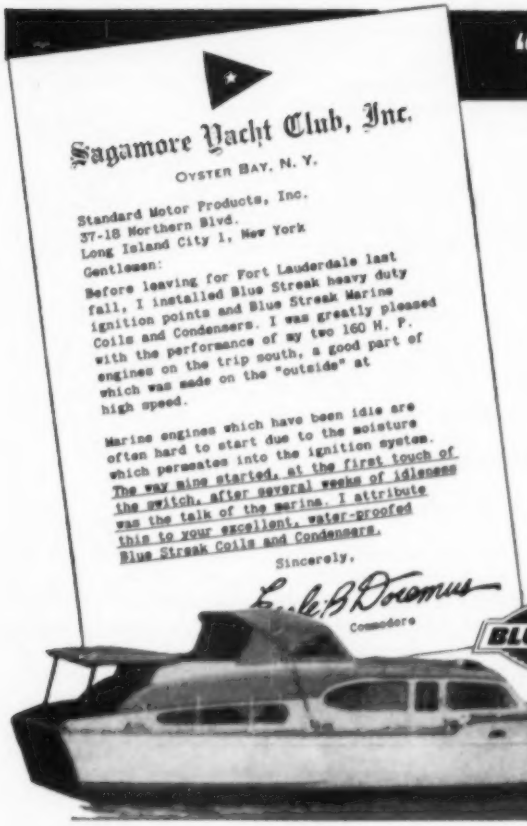
WILLARD SHEPARD, Jordan Cove, Waterford, Conn.

CRUISER CRAFT EXPANDS LINE

► Six aluminum and six plywood models make up the 1956 line of Cruiser Craft. Plywood models remain the same as last year except for paint changes; the aluminum boats include a standard and delux Model 15, short and long cabin 19, and two Model 22's. Family Craft Model 22C, will have 5'10" headroom, four built-in bunks and a toilet compartment. Cruiser Craft prices are $795 to $2195. Specially-built trailers are also available.

CRUISER CRAFT OF DALLAS, 3108 Sylvan, Dallas, Tex.

Commodore Earle B. Doremus, prominent Long Island and Florida yachtsman says:


Sagamore Yacht Club, Inc.
OYSTER BAY, N. Y.

Standard Motor Products, Inc.
37-18 Northern Blvd.
Long Island City 1, New York

Gentlemen:

Before leaving for Fort Lauderdale last fall, I installed Blue Streak heavy duty ignition points and Blue Streak Marine Coils and Condensers. I was greatly pleased with the performance of my two 160 H. P. engines on the trip south, a good part of which was made on the "outside" at high speed.

Marine engines which have been idle are often hard to start due to the moisture which permeates into the ignition system. The way mine started, at the first touch of the switch, after several weeks of idleness was the talk of the marina. I attribute this to your excellent, water-proofed Blue Streak Coils and Condensers.

Sincerely,

Earle B. Doremus
Commodore

"It was the talk of the marina..."

"... The way mine started, at the first touch of the switch, after several weeks of idleness was the talk of the marina. I attribute this to your excellent, water-proofed BLUE STREAK Coils and Condensers."

Only the BLUE STREAK Marine Coil has:

- **A tough, snug fitting Neoprene cover. Protects live parts of the BLUE STREAK coil. Prevents surface current leakage.**
- **100% plastic insulated wiring—pre-assembled inside the cover at the factory.**
- **Heavy-duty BLUE STREAK balanced winding.**

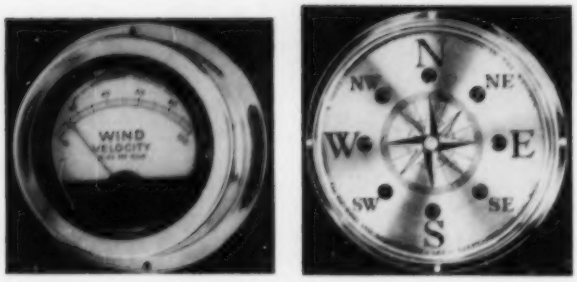
A team that's hard to beat—The super-sealed, high capacity BLUE STREAK heavy-duty Marine Condenser with the BLUE STREAK Marine Coil will give you ignition performance that doesn't let you down.

Owners, see your dealers; dealers, see your jobbers; jobbers, write:
STANDARD MOTOR PRODUCTS, INC.,
37-18 Northern Blvd.,
Long Island City 1, N. Y.

BLUE STREAK

BLUE STREAK

PIONEER IN HEAVY-DUTY MARINE AND AUTOMOTIVE IGNITION PARTS.



The Cape Cod Wind Speed Indicator tells at a glance how hard the wind is blowing outside, and the Cape Cod Wind-Indicator tells the wind direction on an indoor dial. $49.95 each. CAPE COD WIND & WEATHER INDICATORS, Harwichport, Mass.

NEW DURACRAFT ALUMINUM BOATS

► A newcomer in the extensive line of aluminum outboard boats by DuraCraft is the DuraFlite, a family runabout, in 14′ and 16′ lengths. The boat has rounded chines and flat planing surface, 5′8″ beam and a two-cockpit arrangement, and is designed for 25 to 50 hp. The DuraCraft line of sports and fishing boats is further expanded by larger and deeper models of their Pacemaker, for heavy-duty use.

DURACRAFT, Monticello, Ark.

The DuraFlite is a new DuraCraft runabout for big outboards

NEPTUNE OUTBOARD IS LIGHTWEIGHT

► The Neptune "Mighty Mite" for 1956 is a 17-lb. outboard motor which is designed to power a canoe, pram or small rowboat. A single cylinder, 2 cycle machine with a bore of 1 7/16″ and a stroke of 1½″, it carries an O.B.C. rating of 1.7 hp. at 4000 r.p.m. Retail price is $79.50.

The Mighty Mite has an aluminum alloy cylinder block with cast iron sleeves, 2 ring aluminum piston, self-lubricating Oilite bearings and a drop-forged steel crankshaft. The motor exhausts underwater for muffling purposes. Its cooling system employs a centrifugal pump. Gasoline capacity is one quart.

MUNCIE GEAR WORKS, INC., Muncie, Ind.

Neptune's "Mighty Mite" is of 1.7 hp. and weighs but 17 lbs.

The Dorham Rode Rider for backing the anchor with a weight

DORHAM'S "RODE RIDER" AND LOGBOOK

► Rigging a heavy weight on a yacht's anchor rode in heavy weather, a technique practiced by many expert seamen, is greatly facilitated by the "rode rider" recently developed by Dorham. The device consists of a specially designed bronze saddle, of two interlocking parts easily rigged over an anchor cable, with provision for attaching a check line and shackling on a heavy weight. Slid halfway or farther down the anchor rode, this weight acts as a spring that relieves sudden jerks on the line caused by squalls or heavy seas, that otherwise may start the anchor out of the bottom or rip loose bitts and chocks on deck. The price is $12.95.

Another of Dorham's many products for the yachtsman is a Log Book with many unique features, for either power or sailing craft. Besides complete work sheets for each day's run it provides for recording much information that is vital, especially if the yacht is to be used by a charterer, such as mast height for bridge clearance; tank capacity; fuel consumption; time, speed and distance data; sail inventory; repair log; and a radio log required by law to be kept. With 134 pages, loose-leaf in ring binder, $7.66.

DORHAM, The Bosun's Locker, Box 212, Noroton Hghts., Conn.

PLYMOUTH WATERPROOFS LINEN ROPE

► A new treatment for making linen yacht rope water resistant, which the manufacturers have found the most effective yet produced, is reported by Plymouth Cordage Co. after a long period of work over this problem. Laboratory tests show that, where untreated linen rope absorbed 25% of its weight in water after five minutes immersion, the treated rope absorbed only 3.5%. After an hour's immersion the untreated rope had soaked up 43% of its own weight, the treated sample only 8%. Service reports confirm that this treated Plymouth Linen Yacht Rope, in rainy weather when sheets were wet, remained almost as limp as when dry, and worked very smoothly through blocks. Sailors, familiar with the problems of handling manila, sisal, linen and hemp vegetable fiber ropes, will appreciate what this means in convenience and safety.

Another feature of Plymouth Linen Yacht Rope, the company says, is its low working elasticity of only 4% after several loadings at pulls up to 50% of the minimum quoted strength of the rope. In addition to these vegetable fibers, Plymouth makes rope of the various synthetic materials, each with its own characteristic advantages and handicaps for different kinds of use.

PLYMOUTH CORDAGE CO., Plymouth, Mass.

MARTIN MARINE UNIVERSAL JOINT

► The Master Marine Universal Joint, manufactured by Martin Marine Products, is a new engine coupling made in sizes to fit all standard shafts. Precision made and accurately machined, it is used between engine and propeller shaft to absorb misalignment caused by structural distortion of the hull in a seaway and is especially desirable with rubber engine mountings. It is said to absorb propeller vibration, saving strains on reverse gear and stuffing box, and to be simple to install, in place of the standard solid flange coupling, with no special tools.

MARTIN MARINE PRODUCTS, INC., 3848 So. Kedzie, Chicago 32, Ill.

Glass-Magic Sportsmaster 14 Fiberglas Utility

GLASS-MAGIC NEW LINE OF BOATS

► A new line of Fiberglas boats bearing the Glass-Magic name will debut for 1956. Made by Marine Plastics, Inc., these will include seven models from 14′ to 16′, priced from $365 to about $1150. All are of Fiberglas laminate with heavy structural reenforcement for rigidity. The transoms, with exception of the 14′ Playmaster series, are engineered for twin engines. A specially-designed chine is said to give exceptional "cornering" and planing characteristics. Color combinations in two and three tones, molded in, are available.

MARINE PLASTICS, INC., 2751 Ludelle St., Fort Worth, Tex.

SYNCRO SANDERS GUARANTEED

► A unique guarantee against motor burnout which states, in effect, that should the motor ever burn out, it will be replaced free of cost, is a big selling feature of Syncro Corp. sanders. The two models of interest to the boatman are the #504 Finish Sander, and Model #900 Heavy Duty Sander. A Multi-Motion sanding pad action will sand crooked or irregular grains with no extra work. Syncro sanders are also handy for polishing, buffing, roughing up a surface, or finishing varnish between coats.

SYNCRO CORP., Oxford, Mich.

SELLECK CATAMARAN WATERCYCLE

► A new twin-hull Watercycle which can be propelled by paddles, oars, or outboard motor has been added to the line of the Selleck Watercycle Co., Inc. This catamaran has marine plywood pontoons with rubber-sealed seams. Bolted construction is used for compact shipping and easy assembly. It comes complete with accessories, including paddles or oars, and has a motor support for attaching an outboard.

SELLECK WATERCYCLE CO. INC., Boca Raton, Fla.

SEN-DURE OFFERS HEAT EXCHANGER CATALOG

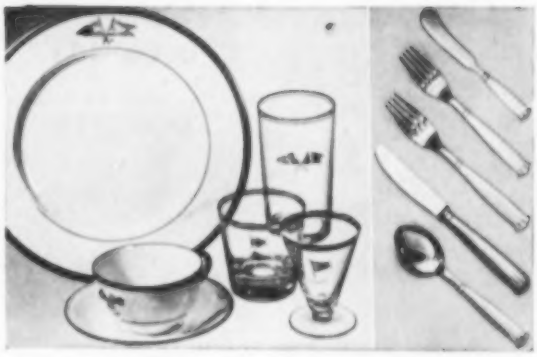
► Free for the asking is the informative catalog edited by Sen-Dure Products, Inc., who manufacture a full line of heat exchangers and related accessories for fresh water cooling of marine engines. The catalog contains a complete list of engine makes and models, showing the displacement of each and the recommended exchanger equipment. Sen-Dure also makes a wide line of oil cooler units which are supplied to the engine builders.

SEN-DURE PRODUCTS, INC., Bay Shore, N.Y.

SNUG-FIT STREAMLINED ZINC COLLAR

► The Snug-Fit collar is said to be a new design in electrolysis preventives. The streamlined shape is engineered to reduce frictional drag and the pure zinc construction protects against electrolytic action. The Snug-Fit collar is doweled so the two halves will fit on the propeller shaft, and comes in shaft sizes from 1″ to 2″. Prices start at $4.00. This firm also makes fishing equipment.

SNUG-FIT MARINE PRODUCTS, P.O. Box 626, Riverside Sta., Miami 35, Fla.



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Kit less Sails	$350.00
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L.O.A.	13'6"
Beam	5'2"
Weight	275 lbs.

You can have a proven class boat either in a kit, partially completed, or beautifully finished. This truly remarkable boat of expert design is backed by builders with years of experience in making kits and building boats. Material and workmanship fully guaranteed. You have seen them at regattas, now see your nearest dealer for your own.

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Marine Sales, LA MARCHE MFG. CO., WAKEFIELD 1, R.I.

Bay-Hama's new 24-footer is powered with a 150-hp. engine

NEW BAY CITY PRE-FAB 24-FOOTER

► A new product of Bay City Boats, 50-year-old pioneers in the pre-fabricated building kit line, is their Model 1624, a 24-footer available as a sport fisherman, a family cruiser sleeping four, or an open boat. She is planked with marine fir plywood—double on the bottom—which can be Fiberglas-coated if desired, and has white oak framing and bronze fastenings. Other standard production models by Bay City are their 17' Marine Flyer runabout, 20' Vacationer utility boat, 20' Express Cruiser and 28' Mariner Cruiser. On a semi-custom basis, Bay City offers cruisers from 30' to 34' long, with a variety of arrangements in standard hulls.

The Bay City kits include pre-fabricated frames, pre-cut planking, decking, etc. Their frames are pre-erected and fastened in the plant, then knocked down and shipped to the home builder, simplifying the latter's job of final assembly. Engineering service in selection of motors, reduction gears, etc., is provided by Bay City, as are all materials, including paint and varnish.

A new project of this company is its Bay-Hama Boat Div., located in Florida at Delray Beach and offering completed craft from the Bay City Kits, the first of which will be the 24-footers with 150-hp. engines driving them approximately 30 m.p.h.

BAY CITY BOATS, INC., 304 State St., Bay City, Mich.

STAMM FIBRE-JET SAIL BOAT

► The Stamm Boat Co., designers and builders of Inland Lakes sailing craft, will exhibit their Cub and Fiberglas Class C scows at the Chicago Boat Show. The Fibre-Jet Cub is designed especially for children, and is said to be almost impossible to dump. The Cub is 16' long, has 6'8" beam, and is priced at $950. The Class C Inland Lakes craft is 20' long, beam 6'8", and sail area 215 sq. ft. The next addition to the Stamm line of Fiberglas sailboats will be the Class E Inland Lakes design, scheduled for early production.

STAMM BOAT CO., Highway 30, Lake Nagawicka, Delafield, Wis.

RUBBER FLOOR MATS

► Designed to prevent marring the boat, to reduce noise, and to prevent slipping, the new rubber mats announced by the Lafayette Supply Co. are usable on all types of boats. They are designed to catch dirt, mud and sand and make it easy to sweep or shake out. Edges are tapered to make the mats lie flat on deck. Available in blue and mahogany, 17¾" × 21½".

LAFAYETTE SUPPLY CO., West Lafayette, Ohio.

AUTO-LITE CADMIUM-PLATED PLUG

► The Electric Auto-Lite Co. now uses a new plating process on its shielded marine spark plugs which is said to increase their resistance to salt water corrosion by 400%. The new finish is a cadmium plate with a bronze chromate covering. Spark Plugs using the new plating will be available through dealers at no change in prices.

ELECTRIC AUTO-LITE CO., Champlain & Mulberry Sts., Toledo 1, Ohio.

May Craft 23-footer has 8′ beam

MAY CRAFT FEATURE NEW COCKPIT FINISHING

► Sturdy mahogany battens have been added to the full length of the cockpit in the 1956 May Craft Cruiser, built by Mays Landing Yacht Basin. These battens are fastened to the inboard side of the rib structure, a feature usually found only in higher priced boats. The 23′ Sportster also has new cockpit finishing whereby the forward end of the cockpit is enclosed with a mahogany bulkhead, providing a large storage locker under the forward deck. Mahogany battens are also added to the after cockpit bulkhead, also providing additional storage space.

The Cruiser, also 23′ long, is powered by a 100-hp. Graymarine and features the May Craft full-planing hull, two-tone paint job, 5′8″ cabin headroom and accommodations for two on large bunks wtih foam rubber mattresses. She has an enclosed head; spacious clothes closets, complete galley with Formica top, built in glass and dish rack, forward hatch, sliding windows, and opening windshield. Exterior finish has hand-rubbed mahogany deck and trim and white hull with accent color on cabin top and hull strips.

MAYS LANDING YACHT BASIN, River Rd., Mays Landing, N. J.

RED HAND LAY-UP PRESERVATIVE

► A clear, protective coating, for application to yacht bottoms about one week after fall haul-out, is said to prevent extreme drying out of planking and to protect bottom paints, which have a tendency to powder and peel during the winter. Lay-Up Preservative is made by Red Hand Compositions and is now in use at several well-known shipyards in the Long Island, N.Y. area. Application of the preservative is said to be easy, and not to affect the adhesion or anti-fouling properties of bottom paint. Red Hand Lay-Up Preservative is priced at $7 per gallon.

RED HAND COMPOSITIONS CO., INC., 1 Broadway, New York 4, N.Y.

UHU NEW MARINE ADHESIVE

► UHU, a new glue made by the Uhu Products Corp., is said to be especially adapted to marine use because of its strength and waterproof qualities. Formulated to hold together a wide range of both like and unlike materials, such as woods, metals, fabrics, rubber, glass and laminated products, it is described as leakproof, elastic, resistant to heat expansion, cold contraction and extreme weather conditions, and is colorless and non-staining.

UHU PRODUCTS CORP., 820 Greenwich St., New York 14, N.Y.

STYROFOAM DISPLAY AT SHOW

► Styrofoam (Dow expanded polystyrene), used as a buoyancy medium in many boats, will be featured in the Dow Chemical Co. exhibit at the Chicago Boat Show. The display will include a metal rowboat with cut-away sections showing styrofoam as it is used in all types of water craft to increase safety. Visitors may test its buoyancy with a section of the product floating in a tank.

DOW CHEMICAL CO., Midland, Mich.

SAFELY COVERED

with a North America policy

The pleasure your boat yields is among life's priceless joys. So whether her sails are snapping in the wind or she is laid up for the season, she deserves the full protection of North America insurance and service.

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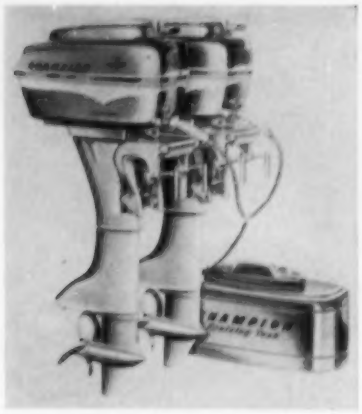


Champion's new Tandem "33" with matched large bore, short stroke port and starboard units

SIX MODELS OF CHAMPION OUTBOARDS

► Champion outboard motors for the coming year will be produced in six models. Largest and most novel of these will be the tandem "33," consisting of a pair of matched motors employing a single action coupler steering bar. It is said to be capable of rapid acceleration and top performance under load. Other advantages claimed are easy portability of the individual units and the safety inherent in dual power.

The Champion "16½" is a motor of large bore and short stroke, weighing only 58 lbs. It features one hand control of steering and shifting and spring-cushioned shift. Another version of the "16½" incorporates a special steering bar and fittings for carburetor and shift to provide smooth and positive remote steering and control.

Other Champions are the "4", "6" and "7.8".

CHAMPION MOTOR CO., 1325 Northeast Quincy, Minneapolis, Minn.

KAYAK KITS FROM LAC DU NORD

► Kits for building Lac du Nord Kayaks include aluminum framing, canvas covering, waterproofing dope and other necessities including paint and paddles. Lac du Nord Kayaks are available in two models. The 14′ double-ended Hiawatha is 2′6″ beam, weighs 35 lb., and is priced at $59.50. The wider and roomier Winnebago, which can be used with a light outboard as well as paddled, is 13′6″ long, 2′10″ wide, weighs 55 lb. and costs $79.50.

LAC DU NORD KAYAKS, 3135 W. Forest Home Av., Milwaukee, Wis.

FEATHER FENDERS HAVE UNUSUAL STRENGTH

► A new boat guard, Feather Fender, manufactured by Reinforced Plastics Corp., will be distributed nationally in 1956. Said to support a weight of over 33 tons without bursting, these fenders are covered with an abrasion-resistant white vinyl plastic, and come in two styles and five sizes. This firm also makes a new-type telescoping boathook, with a vinyl plastic coating bonded to the metal core of the ball-tipped hook. The shaft is made of Fiberglas reinforced plastic. It comes in two sizes.

REINFORCED PLASTICS, Mobile, Ala.

PORTABLE GIMBAL FOR YACHT CHAIRS

► Skill Mfg. Co., Belford, N. J., announces the new Skillman Portable Gimbal for fishing chairs. The Skillman Gimbal fits Gold Medal and Telescope Yacht Chairs. It permits the fishing pole to swing with the motion of the boat or fish, and is designed to keep the pole firmly in hand. With chrome finish, it is priced at $14.25.

SKILL MFG. CO., Main St. & Morris Ave., Belford, N.J.

Feik Cruiser Boat Trailer Winch is made of brass, and any parts which may break are replaced free for the first year. Designed for hauling boats up to 21′ this winch takes 90′ of ¼″ rope or cable. W. G. FEIK, 1809 Afton, Houston 24, Tex.

TRU HEAT FOR ALCOHOL STOVES

► Said to be a superior fluid for alcohol stoves, Tru Heat, developed by a cruising man and put out by the Truesdale Co., is an odorless fuel developed to deliver greater heat. Easily extinguished by water, Tru Heat especially appeals to women who like the cleanliness, greater safety and ease of handling. A collapsible spout is part of every can, making it easier to fill a stove at difficult angles. Tru Heat is now available at local yacht yards and marine service dealers.

THE TRUESDALE CO., 52 Cambridge St., Boston 34, Mass.

CATING ROPE

► The Cating Rope Works has recently added pure Irish linen rope to its output of K-ting ropes. The linen line, Cating says, has double the strength of manila, is stronger wet than dry, has little stretch, does not deteriorate rapidly and is easy on the hands. K-ting nylon rope, on the other hand, is especially recommended for uses where great elasticity is desirable, as for anchor rodes, and can be stowed wet without deterioration. Cating also makes manila and sisal cordage.

CATING ROPE WORKS, INC., 58-29 64th St., Maspeth, New York, N. Y.

BRITISH MARINE PRODUCTS MARKETS DIESELS

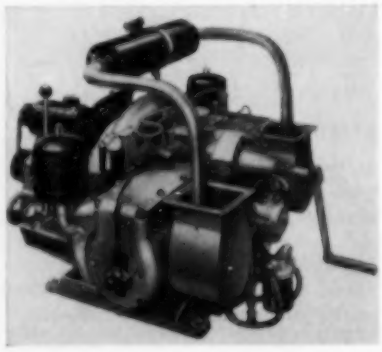
► Three lines of imported marine diesels are offered by British Marine Products, Ltd.

The Stuart line is composed of single and twin cylinder, two cycle engines with displacements ranging from 7½ to 33 cu. in. Reverse gears are standard equipment while reduction drives are optional. Hand starters are standard but electric starters and generators are available for the 16.5 and 33 cu. in. models.

Five sizes of Ailsa Craig four cycle marine diesels are built. All rated at 1200 r.p.m., they develop 10, 20, 30, 40 and 60 hp. respectively. They are supplied with or without reverse and reduction gears. Electric starting is obtainable for all but the smallest model.

Enfield diesels are of the air-cooled type, featuring a flat silhouette. Flat twin cylinder models are built in 1135 and 1570 cubic centimeter, and "singles" in 568 and 785 cubic centimeter displacements.

BRITISH MARINE PRODUCTS, LTD., 80 Shore Rd., Port Washington, N.Y.



One of British Marine's imports is the Enfield Mark III twin-cylinder, air-cooled diesel

Twin-hulled Spartan Mariner has all the comforts of home

44-FOOT SPARTAN MARINER HOUSEBOAT

► The 44′ Spartan Mariner is a twin-hulled luxury houseboat built by the Falls City Flying Service. Intended for inland lake or waterway, the Mariner is said to attain speeds up to 15-mph. with twin engines—a 100-hp. Gray located in each hull. The hull construction has 10 water-tight compartments, each a separate welded unit. The Mariner cabin is of aluminum, built by the trailer branch of the Spartan Aircraft Co. Features include oil heat, twin sinks, a tub and shower, picture windows—in fact, all the conveniences of home down to a doorbell.

FALLS CITY FLYING SERVICE, INC., Bowman Field, Louisville, Ky.

THE DARRA COMPASS CORRECTOR

► An instrument said to enable the amateur pilot to adjust his magnetic compass error-free is the Darra Compass Corrector. Its inventor, W. T. Darrach, says that the yachtsman can correct his compass with this instrument in 20 minutes, in any location, without data or calculations, by following accompanying directions. The sun is used as a point of reference but its bearing from the ship is not a factor. It casts the shadow of a centrally located shadow pin on the instruments' dial, showing the exact compass error when the ship is turned according to the directions, and compensating magnets are then placed to take out this error.

W. T. DARRACH CO., Brown's Mills, N.J.

Grumman 14′6″ Deluxe Runabout can be used for water skiing

GRUMMAN ALUMINUM BOATS TEN YEARS OLD

► Grumman aluminum watercraft, introduced 10 years ago by the Metal Boat Co. Div., today include a complete range of aluminum boats and canoes. The 1956 line incorporates the new 12′3″ Cartopper, weighing 87 lbs. and designed for use with 2.5 to 5.5 hp. motors; the Fisherman, a 14′ utility; the Deluxe Runabout; the Sport Boat, designed for sailing, rowing, paddling or outboard motoring; the Rhodes-designed 8½′ dinghy for tender duty or sailing; and the canoes, available in 13′, 15′, 17′, 18′ and 20′ double enders, and square-sterned 17 and 19-footers. All Grumman boats are 6061S alloy, with solid extruded keels and gunwales and flush-head hull rivets below the waterline. Boats range in price from $299 to $625 and canoes from $190 to $330.

METAL BOAT CO. Div. of Grumman Aircraft, Marathon, N.Y.

new DAHMER RUST-KLEEN FILTER

A PERFECT COMBINATION FILTER & RUST PREVENTER
—ADDS YEARS TO NEW OR OLD MOTORS
LOW IN PRICE — SAVES COSTLY REPAIRS

Easy to install by anyone—vertically, horizontally or other position. No extras to buy—No special tools required for installation—Guaranteed to keep out Dirt and Foreign matter. Comes complete ready to install with Crystals (enough for entire season).

Over ½ prevents Motors from Overheating. Entire unit easily taken apart for cleaning. Precision made. All Bronze. Lucite cylinder. Highly Recommended by Users. Handy Drain Plug drains motor as well as filter.

For Motors to 45 H.P. (3"x6") ½" Pipe $35.00
For Motors to 60 H.P. (3½"x9") 1" Pipe 41.50
For Motors to 150 H.P. (5½"x17") 1" Pipe 49.00
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For Motors to 250 H.P. (7½"x22") 1¼ or 1½" Pipe 79.50
CRYSTALS Per Pound $1.25 (Prices F.O.B.)

REMEMBER. This is a Filter as well as a Rust Preventer
Order To-Day—Immediate Delivery. Please add postage & insurance. Otherwise we ship C.O.D. or Express.

New DAHMER MODEL "H"
BOAT TOILETS
NOW for the First Time in COLOR to Match Interior of Your Boat!

THE IMPROVED MODEL H

DAHMER boat toilet can be used above or below the waterline. Hardwood seat, white enamel, chrome plated hardware. Size: Height O.A. 15"; Width O.A. 19". Diameter Bowl 13"; max. distance front to rear 16½". Regularly furnished with 90 degree tailpiece. Straight tailpiece if requested. May be changed to right or left hand operation.

Price Complete . . . Only $60.00

IN COLORS Only $72.50. Specify Blue, Green or Yellow. (Seat to match)

Strainer Inlet for above with tailpiece ¾" ea. $3.90
Outlet for above 1¼" ea. $3.40

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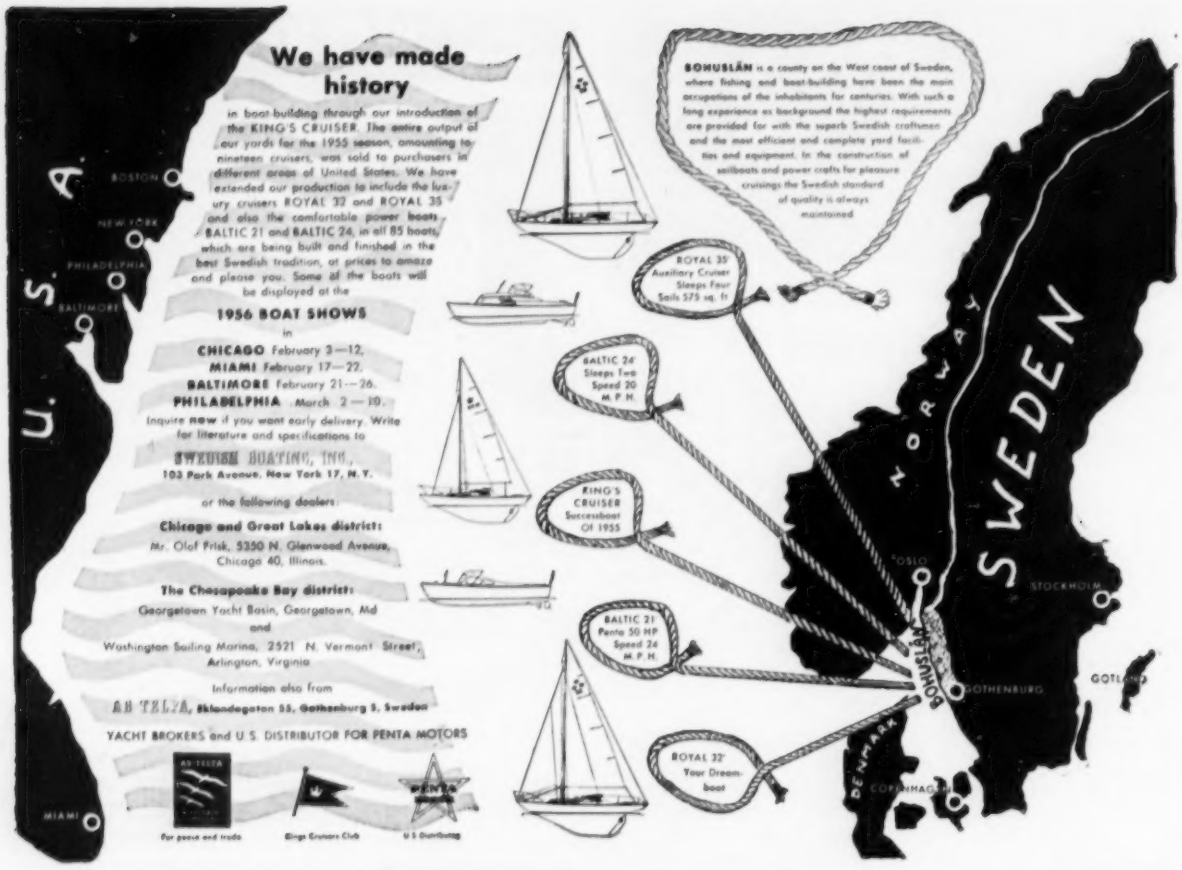


Attwood's Seaflite Wheel, made of weather-resistant plastic

ATTWOOD NEW SEAFLITE WHEEL

► Said to be a bold departure from conventional steering wheel design, the new Seaflite wheel is introduced by Attwood Brass Works, Inc. Some design features of this wheel include swept-back spokes, hooded medallion, and a slim rim. Grips on either side of the wheel have horizontal fluting for more secure gripping and easier handling, as well as graceful appearance. This new wheel is designed to be mounted at any of three practical angles, permitting the boat owner to choose the mounting best suited to his craft.

Also new this year is the Seaflite deck hardware, in matched sets, featuring a design with bold, forward-sweeping lines.

ATTWOOD BRASS WORKS, INC., 303 Douglas St., N.W., Grand Rapids, Mich.

ALLCRAFT SEAFARER TANKS

► The Allcraft Mfg. Co. offers its Seafarer line of Monel fuel and water tanks in a wide variety of sizes in rectangular or cylindrical shapes. Inboard tanks are available with capacities from nine to 80 gallons. Tanks for outboard motors may be had with capacities from nine to 23 gallons, for operation with Johnson or Evinrude pressure-type fuel pumps, or for motors equipped with vacuum-type fuel pumps. In addition, special tanks can be custom-made to individual specifications. Allcraft Seafarer Tanks are individually tested and meet requirements of the U.S.C.G. and Yacht Safety Bureau.

ALLCRAFT MFG. CO., INC., Cambridge, Mass.

BOAT 'N BEACH ACCESSORIES

► The Boat 'N Beach Co. announce additions to their line of low-cost marine products. Featured are laundry bags, clothes stowaways, shoe bags, blanket covers, pillow-case covers, and tableclothes, all of plastic fabrics, to fit cabin decor and to keep things shipshape. Also available are folding deck chairs, chaise lounges and cots made of corrosion-resistant aluminum and which can be stowed flat.

BOAT 'N BEACH CO., Lynbrook, N. Y.

REGATTA PAINT LINE EXPANDED

► A new quick-drying varnish and new paint colors are featured in the 1956 Regatta Yacht Finishes of the Baltimore Copper Paint Co. Regatta Quick Drying Varnish is a fast setting and hardening finish, and is the third varnish in the line, the other two being Regatta Spar Varnish and Regatta Clear Finish.

Bermuda Coral, Charcoal and High Visibility Scarlet are three of the new tones available in Regatta Deck and Topside Paint, adding to the pastel shades introduced earlier, Lakewood Green and Ontario Yellow. Regatta Surfacing Compound, formerly only available in white, now can be had in mahogany. All these will be shown at the New York Boat Show, as well as copies of a booklet on boat painting, "Tips on Boat 'Paintenance.'"

BALTIMORE COPPER PAINT CO., 501 Key Highway, Baltimore 30, Md.

Buoy-shaped salt and pepper unit of plastic contain drying agent to keep salt free-flowing. Can is black, nun is red

SEA-GOING ACCESSORIES BY WORTHINGTON

► Examples of nautical accessories offered by Worthington Products are these buoy-shaped salt and pepper shakers. The sea-going design doesn't end at their appearance—in addition, built-in cartridges of silica gel absorb air-carried moisture to keep the contents pouring. The same motif is employed in nautical key chains equipped with a polyethylene buoy to keep the keys afloat if dropped in the water. Worthington also manufactures the Sav-Or rubber oar sleeve, and the rubber No-Vibe transom pad for outboard motor mounting. One of their newest accessories is the Lite Hook, a boat hook which features a shaft of lightweight aluminum, a pistol-grip rubber handle and a flashlight unit which spots the mooring, etc., at night.

WORTHINGTON PRODUCTS, INC., 441 Lexington Ave., New York, 17, N.Y.

TEXACO'S NEW MARINE GASOLINE

► A new Texaco Sky Chief Marine gasoline, to which Petrox, described as a petro-chemical compound, has been added, was made available in Texas Co. marine outlets in 48 states, the company announces, starting Jan. 1. The blending of the new gas with this and other additives gives it the extra storage stability and gum resistant qualities desirable for marine use, explains Geoffrey G. Smith, of Texaco small craft sales division. The new gas has a high octane rating and will give full horsepower at rated speeds in the new marine engines of higher r.p.m. and power rating for their respective sizes and weights.

Texaco's unleaded 80-octane Marine White Gasoline will still be available wherever there is a demand for it, but the company engineers, and various engine manufacturers, feel that the new Petrox-blended fuel will give better performance. Neither the tetra-ethyl lead content, nor the dye which the law requires to be mixed with gas so treated, have anything to do with gasoline instability or gum formation, Texaco points out.

Visitors to the boat shows will find Texaco displays featuring the new fuel; also Havoline Motor Oil and Texaco outboard lubricants. There, too, will be available Texaco's 1956 Cruising Charts; nine of them covering the entire eastern part of the country, the Great Lakes, and the Gulf.

THE TEXAS CO., Marine Sales Div., 135 E. 42nd St., New York 17, N.Y.

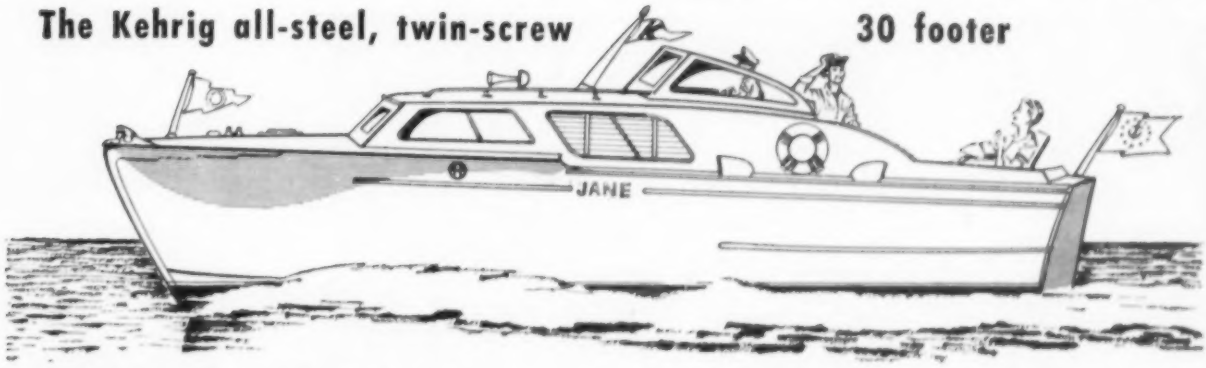
TAYLOR WINDSHIELDS AND BOATOPS

► The Nelson A. Taylor Company's wraparound Sport-Shield has been improved for 1956, with new hardware, and is now available in more sizes and styles. The new Taylor Made Universal BoaTop, now fitted with deluxe frames and hardware, makes any small boat a convertible. Both the Mariner Windshield and BoaTop have new styling and are fitted with deluxe Vinylo Coated Frames and Chrome Brass hardware. The entire Taylor 1956 line emphasizes style, and also includes boat covers in many designs, materials and price ranges, for cruisers as well as open boats.

NELSON A. TAYLOR CO., INC., Gloversville, N. Y.

4 STAR HIT of any Boat Show

The Kehrig all-steel, twin-screw 30 footer



★ Designed by John L. Hacker, N.A.
Internationally famous designer of fine cruisers.

★ Built by Kehrig Manufacturing Co.
Highly formed precision metal products for 30 years.

★ Powered by Gray Marine Engine Co.
World leader in pleasure boat power for 50 years.

★ Color and Decor by a famous consultant
Designer for world's leading motor car builders.

Over 30-feet for comfort — Twin engines for reliability — All steel hull for low upkeep — Steel, fume-proof bulkheads for safety — Flared bow and tumble home stern for beauty — Hacker Fairform under water unit for efficiency — Modern colors and interiors.

WRITE OR PHONE FOR COMPLETE INFORMATION

The first steel pleasure craft built on aircraft-type fixtures, which hold hull to designer's exact lines — on every boat.

KEHRIG MANUFACTURING CO. Boat Division
49920 Van Dyke Ave. • Utica, Michigan Detroit Phone: WO 5-6992

Feadship *Columbia*

AT THE NEW YORK BOAT SHOW

THE NEW FEADSHIP MASON 50-FOOT KETCH

Attractive, able, and modern, this 50'1" x 35' x 13'4" x 7'10" centerboard ketch, has a steel hull, teak superstructure and decks and 1,000 square feet of sail. It's a real comfortable, family living and cruising yacht, sleeping six in three cabins with two baths. Gasoline or Diesel power optional.

You're in for a real treat in beautiful craftsmanship, modern and functional yacht accommodations, when you visit aboard the 55′ FEADSHIP Columbia at the New York Boat Show. This newest FEADSHIP exemplifies the superior standards in quality and design which have achieved for FEADSHIP the enviable position of *leadership in fine yachts.*

AT THE MIAMI SHOW

See the Feadship Floridian, February 17th to 22nd at the Miami International Boat Show. This exceptionally fine steel yacht, with teak superstructure and interior, just radiates magnificence from stem to stern. Accommodations include three double staterooms and, of course, it's twin Diesel powered with GM 6-71's and has all the latest equipment.

Feadship *Means Leadership In Quality Yachts*

WOOD OR STEEL, CUSTOM OR STANDARD, 30′ to 200′

100′ FEADSHIP MEDITERRANEAN, a luxury yacht now under construction for extended offshore cruising. Hull and superstructure are steel; sumptuous accommodations include four double staterooms, each with private bath. The Mediterranean has twin GM 6-110 Diesels.

90′ FEADSHIP SOURIS II, hailed as the outstanding yacht of 1955. This double planked teak craft, with three double staterooms, each with own bath, can be inspected in Southern waters this winter. Twin GM Diesels, 600 H.P., provide speeds to 17 M.P.H.

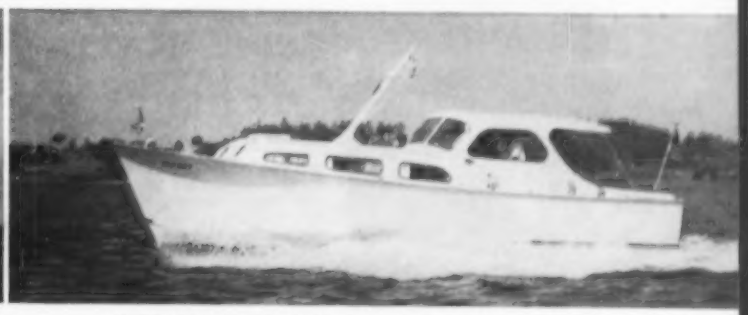
65′ FEADSHIP SHANGRI-LA, several of this model, recently delivered will be in Florida this winter. The Shangri-La has a steel hull, teak superstructure and interior. It is available with 2 or 3 staterooms and has twin GM 6-71 Diesels.

60′ FEADSHIP CORONET, steel hull, teak superstructure and interior. Optional accommodations with 2 or 3 double staterooms with private baths. Twin GM 6-71 Diesels. Several FEADSHIP Coronets will be cruising Florida waters this season.

50′ FEADSHIP MONTERREY, steel hull, teak decks and superstructure. Several of these twin-screw, gasoline or Diesel powered yachts, which have two staterooms with private baths, are now under construction for spring delivering.

45′ FEADSHIP SPORT FISHERMAN, designed by Glenville S. Tremaine of Elco fame, this mahogany planked craft meets every requirement of the expert deep water sportsman. Sleeps six. Twin V-drive 185 H.P. Chryslers give speeds of 29 M.P.H.

40′ FEADSHIP DOUBLE CABIN steel cruiser with mahogany superstructure and teak decks. Sleeps six. Recent deliveries with Diesel power revealed speeds of better than 25 M.P.H., and with gasoline power speeds to 30 M.P.H. Also available as single cabin express cruiser.



35′ FEADSHIP EXPRESS, today's outstanding cruiser value. Steel hull, mahogany superstructure, teak deck. Two staterooms. Sleeps six. Twin 150 H.P. Grays. Speeds up to 28 M.P.H. Sport Fisherman model of the 35-footer is also available.

Write for information on these and other FEADSHIP Yachts — WOOD or STEEL up to 200 feet.

Feadship INC.

CHARLES M. DONNELLY, *President*

73 Greenwich Ave., Greenwich, Conn., Phone: Greenwich 8-7600

In Florida: 515 Seabreeze at BAHIA-MAR, Fort Lauderdale, Phone: Jackson 3-6700-6701

Throw cares to the winds
Buy yourself a Pennant Sailboat

Pennant shallow draft keel sloops, outstanding sea qualities, sailing and construction, heavy oak frame through bolted; cedar and cypress planking, waterproof glued and monel fastened, mahogany cabins and trim, spruce spars and stainless rigging, bronze fittings, Egyptian or Dacron sails. Special roller reefing; water tank, ice box and gas tank are monel. Graymarine or Kermath aux. 19'-24'-27' raised deck or mahogany trunk cabin. 35' and 37' ketch round or chine construction. All boats can be had in planked hulls only, or all built, no building to do, with complete spars and rigging, less painting and equipment, at a reduced price or completely finished, sail away. Will also build a roomy 35' shallow draft keel aux. ketch, designed for living aboard, complete sail away or all built with complete spars and rigging, less painting and equipment as above.

F. SCHNEIDER, Builder

Pennant Class Sloops

College Point 56, L.I., N.Y.

5 minutes from Whitestone Bridge, Long Island side.

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— At The Show —

VISIT US AT BOOTH 144

1956 NORTHERN EDITION

(Out December 15)

and

1956 SOUTHERN EDITION

$1.50 Each

Both Editions handsomely bound
your name or name of boat embossed in gold $5.00

At your favorite marine dealer, marina, bookstore or send check or money order to

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FLUID HEAT MARINE HEATER

Made in 15,000 B.T.U. Models, with wide voltage range. Completely odorless. *Approved by leading Marine Underwriters.*

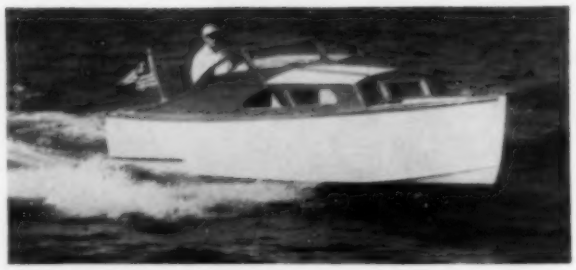
as used on the Feadship "Columbia," The Gem of the Show

See it on display at the New York Show.

No matter how hard it rains or blows outside, your Fluid Heat Marine Heater keeps your boat warm and cheery . . . lets you start your cruising season *earlier* and continue it *longer!* Stops damage from dampness and mildew. The *only* marine heater that operates on either kerosene or gasoline. Ask your dealer today, or write for details.

Modern Heat for Modern Boats! **fluid heat** MARINE HEATER

FOR COMPLETE FREE INFORMATION, Write to: FLUID HEAT DIVISION, Anchor Post Products, Inc., 6900 Eastern Ave., Baltimore 24, Maryland.



The 19'7" Bayfarer has two berths; inboard or outboard power

GENERAL MOTORBOAT CORP.

► The General Motorboat Corp., has a new plant in operation, and is in full production on both the Fishawk and Bayfarer models for 1956. Dimensions of both boats are 19'7" o.a., and 7'3" beam, and they are of single-panel marine plywood planking on transverse and longitudinal framing of white oak fastened with Everdur bronze. The Bayfarer has accommodations for two, enclosed head and galley. The Fishawk provides a shelter cabin forward with room for a head, and a 12' cockpit fitted with side and stern seats. The Dynatrim hull form is said to give good performance in rough water and to withstand extra loading with little loss of speed. Both models are available for either inboard or outboard power.

GENERAL MOTORBOAT CORP., Box 827, Annapolis, Md.

DWIGHT S. SIMPSON & ASSOCIATES

► A newly organized firm of naval architects, marine engineers and surveyors—though its partners represent around 100 years of yacht and ship design and building—is Dwight S. Simpson & Associates. The partners are John McArthur, educated and experienced in Glasgow, Scotland, and in this country associated with General Electric Co., United Fruit Co., Mystic Steamship Co. and Boston Towboat Co.; Stanley Potter, formerly with Luders, Sparkman & Stephens, United Aircraft and others, and Mr. Simpson, who prior to 27 years association with John G. Alden was with various ship and yacht building concerns on the Great Lakes and the East Coast. Their designing activities embrace, in addition to yachts, fishing vessels, tugs, and larger cargo and passenger commercial vessels and naval craft.

DWIGHT S. SIMPSON & ASSOCIATES, Commonwealth Pier, South Boston, Mass.

LUBRIPLATE INTRODUCES NEW OUTBOARD OIL

► Lubriplate 20 Outboard Oil is a new lubricant formulated for use in two-cycle engines which are lubricated by mixing motor oil with gasoline. Introduced by the Lubriplate Div. of Fiske Bros. Refining Co., this oil is processed to burn completely, thus minimizing the carbon deposits on spark plugs and other internal parts. Faster, surer starts are said to result. Lubriplate also manufactures lubricants for the underwater gear bases of outboard motors.

LUBRIPLATE DIV., FISKE BROS. REFINING CO., 129 Lockwood, Newark, N.J.

HORN POWERED BY DISPOSABLE CYLINDERS

► Aquair 500, a new warning signal for cruisers, outboards, runabouts and sailing craft, is offered by Aquair Products. Disposable cylinders containing harmless Freon gas power these horns, and are said to have energy for 500 short, sharp signals. A valve manually operated from the instrument panel sounds the horn. The chrome-plated trumpet is 7" in length and 3" high, and mounts on deck with power cylinder directly beneath. Complete with trumpet, dashboard control and two cylinders, Aquair 500 sells for $28.50.

AQUAIR PRODUCTS, Ithaca, N.Y.

This 19' runabout, designed for motors up to 60 hp., is one of 18 models in the line of light metal boats built by ALUMA CRAFT BOAT CO., Minneapolis, Minn.

CONNELL MARKETS CADILLAC CRUSADERS

► For 1956 the Cal Connell Cadillac Co. will offer a marine engine based on the V-8 overhead valve engine produced by the Cadillac Motor Car Co. and designated in its marine form as the Cadillac Crusader.

The Crusader, in direct drive model, weighs 800 lbs.; with reduction gear, 890 lbs. It is rated 230 hp. at 4000 r.p.m.

The strictly marine parts of the Crusader will be available through Cal Connell Cadillac Co. or its local representatives while the basic engine parts can be bought from any Cadillac automobile dealer.

Connell has turned out special versions of this engine with ratings from 230 to 285 hp. as well as with options of reduction and V-drives. For instance, a tandem unit consisting of two engines each rated at 250 hp., using a common V-drive, weighs 1800 lbs. and is available with reduction ratios from 2/1 to 3/1. Each of the engines can be run separately, as well as together.

An alloy claimed to be positively resistant to salt water corrosion is used in all marine castings of the Crusaders.

CAL CONNELL CADILLAC CO., 12330 Jos. Campau Ave., Detroit 12, Mich.

CHAMPION'S SABER RUNABOUTS

► Six outboard and six inboard boats make up the Saber line manufactured by Champion Boats. They include three basic hulls, 12' by 5'3" beam; 14' by 6'8" and 16' by 6', each in a Utility and a Sport Runabout version and each available for inboard or outboard power. The Sabers are characterized by very wide beam at the transoms, and are plywood-built with the exterior surfaces covered with two layers of Fiberglas. Prices range from $475 to $880, without engines.

CHAMPION BOATS, 1524 West 15th St., Long Beach 13, Cal.

VOLLRATH MECHANICAL STEERING UNIT

► A mechanical steering unit for outboard or inboard boats is made by the Vollrath Co. This unit is built for angle or straight mounting. Also available from Vollrath are their new blocks made of 18-8 non-magnetic stainless steel with steel pin and bronze bushing, said to be noiseless, smooth operating, and non-corrosive in salt water. The last of the new items for 1956 from this firm is the Vollrath Runabout Steering Wheel which incorporates a bronze bushing. These wheels are available in six colors.

THE VOLLRATH CO., Sheboygan, Wis.

ARNOLT SEA-MITE DEVELOPS 20 HP.

► The Arnolt Sea-Mite is a 4 cyl., 4 cycle engine rated 20 hp. at 2800 r.p.m. Its 61 cu. in. displacement results from a bore of 2½" and a stroke of 3⅛". Over-all length is less than 30" and the motor's total weight is 281 lbs.

Standard equipment includes a two unit, 6 volt electric system, reverse gear, flame arrestor, electric fuel pump and bronze gear water pump. Optional are reduction and vee-drives in a variety of ratios.

ARNOLT CORP., Warsaw, Ind.

For Extra Cruising Freedom

WHITE AUTOMATIC PILOT

You simply dial your desired course, and the White Automatic Pilot does the rest. For dodging, you have portable remote steering control on a 25 ft. cable. Suitable for boats 20-50 feet in length. 6, 12, 32 V, D.C. Low current consumption because non-hunting. Easy to install. Lowest priced of all automatic pilots. **$349.50**

BE SAFE and SOUND WITH A

WHITE ECHO SOUNDER

Only $169.75

FOR 6V, 12V, OR 32V OPERATION

Has exactly the same high quality precision motor as specified for and used in our U. S. Navy Sounders.

Side-view showing adjustable bracket

K-W BRACKETED CORSAIR COMPASS

The nation's favorite compass for small boats . . . over 23,000 in use . . . complete with light and corrector system . . . versatile mounting bracket.

$35

CONSTELLATION EXPRESS COMPASS

The outstanding compass for power cruisers . . . leads all other types on cruisers of every size . . . 5" dial . . . easy to read.

$130.

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WILFRID O. WHITE & SONS, INC.

Manufacturers of the low-priced WHITE ECHO DEPTH SOUNDERS

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Bay Craft

51st ANNIVERSARY YEAR

Bay Craft, 24' model 1624 Sport Fisherman loaded on trailer for easy overland transportation.

Bay Craft, 24' model 1624 Sport Fisherman traveling at 33 mph with 150 hp engine.

The above pictures show one of our brand new models in our line of ten power boats and cruisers from 17' to 34' in length, available in COMPLETE PRE-FABRICATED form, for the ever growing "Do It Yourself" market. Our selection of the finest materials (all subject to your inspection while you are building the boat), together with top notch engineering and design, together with complete outfitting and powering services, together with our 51 years of established quality and experience in the boat building trade, all add up to the finest possible arrangement for you to SAVE YOURSELF 50% of the total cost and still obtain a top quality boat.

DON'T depend on your friends for a boat ride! PROMOTE YOURSELF TO CAPTAIN! *Own and Build* YOUR OWN BOAT using the 51-year TRIED AND PROVEN BAY CITY SYSTEM.

Complete illustrated catalog and information, 25¢ (refundable)

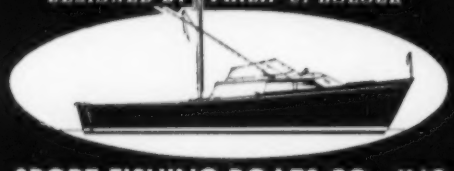
NOTE: Model 1624 pictured above is now available completed, ready for running thru the Bay Hama Boat Division, Bay City Boats, Inc., Delray Beach, Florida.

BAY CITY BOATS, INC.

Div. 5016, P.O. Box 2552 Bay City, Michigan, U.S.A.

Don't buy any boat until you see the revolutionary new Striker 24'

DESIGNED BY PHILIP C. BOLGER



SPORT FISHING BOATS CO., INC.

39 Fairwater Avenue, Massapequa, L. I., N. Y.

PATROL AND WORK BOAT MODELS AVAILABLE IN EXCLUSIVE "STRIKER" DESIGN

HOUSEHOLD ELECTRICITY ABOARD

Trav-Electric INVERTERS

The "MATE" 3" x 4" x 1½" Operates all electric shavers.

At deckside, or cruising, 110 volts A.C. House Current from the storage battery operates Electric Shavers, from Trav-Electric Inverter, *The "Mate."* Other Models operate "101" electric tools and appliances, paint sprayers, sanders, dictaphones, recorders, phonographs. Trav-Electric is "Master of Ceremonies."

Four Models — for both six & twelve volt batteries.

Output 10 to 125 watts.

SEE TRAV-ELECTRIC AT THE MARINE SHOWS

TERADO Company

Designers and Mfrs. of Electronic Equipment Since 1927

1055 RAYMOND AVE. ST. PAUL 14, MINN

The Feather Craft Cruisette is a 19-footer carrying ten

FEATHER CRAFT LISTS 19 BOATS

► Nineteen models are listed in the 1956 fleet of aluminum boats built by Feather Craft. Largest of the fleet is the 19' o.a. Cruisette, with 6'11" beam, with a capacity for 8-10 passengers and certified for use of outboard power up to twin 40s. The boat is listed at $1,100, and may be had with removable top and side curtains. Smallest Feather Craft is the Dinghy Bee, 8'1" long, 3'11" beam, weighing 65 lb., carrying three and using outboards up to 3½" hp. She is priced at $145.

Between these extremes, the Feather Craft line includes a wide selection of sizes and types, variously designed for fast runabout, fishing, day cruising and other uses. Features are longitudinal framing, non-glare decks, transom knees, and longlife aluminum alloy construction. Styrofoam flotation is provided.

FEATHER CRAFT INC., 450 Bishop St., N.W., Atlanta 13, Ga.

NEW PETTIT PAINT COLORS FOR 1956

► Tahiti Coral and Pink Cloud are two of the new colors announced for 1956 by the Pettit Paint Co., manufacturers of marine paints, varnishes, and marine specialties. The new products join the more than 30 different colors in the Shipendec and small boat lines. Some of the other recent ones are, Newport Green, Bikini Blue, Dutch Cream, Flame Coral, Blue Ice, and Bahama Blue. Tahiti Coral is said to "suggest the brilliant warmth of tropical seas, and complemented with Pink Cloud, the combination will revive memories of the brighter side of the South Pacific and the beautiful sunsets over coral atolls." These new colors will be shown for the first time at the New York Boat Show.

PETTIT PAINT CO., Belleville, N.J.

MOBILE MARINE PUMP

► A mobile, self-powered, self-priming marine pump called the Flomax 5 will be the feature of Marine Products Co. exhibit at the New York Boat Show. This new pump, mounted on 8" rubber tires for mobility, is offered in 1½" and 2" pipe sizes, and is said to deliver up to 140 gal. per min. in bilge pumping service, and to develop sufficient pressure for washdown and fire fighting. The pump is powered by a 4-cycle engine. In addition to its catalog line of products, Marine Products will exhibit several special models furnished for particular purposes.

MARINE PRODUCTS CO., 515 Lycaste Ave., Detroit 14, Mich.

WICO MAGNETO TUNE-UP PACKAGE

► Packaged in a transparent, reusable plastic box, Wico Electric Co. offers a Magneto Tune-Up Package. Each box contains a condenser and a complete breaker contact assembly. Different packages are stocked by dealers for different types of Wico flywheel magnetos. These spare flywheel magneto parts, aboard, help prevent serious delays caused by ignition failure.

WICO ELECTRIC CO., West Springfield, Mass.

Mac Bay's 15' Imperial has 5'6" beam

MAC BAY BOATS

► Priced from $595 to $2995, the Mac Bay boats are available in three main lines—the Thunderbolt, a 13' runabout; a 15' Imperial; and the 17' Playboy. Boats made by the Mac Bay Co. have one-piece molded plywood hulls with mahogany or blond and mahogany decks, and upholstered seat backs. Built for outboard motor use, each model has a walk-through mid deck and varnished interior. The Mac Bay Boat Co. also makes a 20' Express Cruiser and a 24-footer.

MAC BAY BOAT CO., Holland, Mich.

DOLPHIN PAINT COLOR CARDS

► Several innovations will be included in the 1956 color cards distributed by the Dolphin Paint & Varnish Co. The card will be larger and will cover an expanded range of colors, and a new format makes it handier to use. There will also be examples of 24 let-down colors and six intermix colors shown. The Dolfinite deck and hull paint line has seven new colors; three colors have been added to the marine enamel line, and one color more is available in the bilge paints. Red, oxide and zinc chromate primers and a line of three filler stains will be offered for the first time.

DOLPHIN PAINT & VARNISH CO., 902 Locust St., Toledo 3, Ohio.

PAY AS YOU CRUISE WITH YACHT FINANCE

► A program whereby you pay as you cruise is now available to boat owners from Yacht Finance. As with the automobile industry's pay-as-you-drive financing, this company will finance boats up to three years old under a ½ down, three years to pay plan that requires no other collateral than the boat itself. Rates are comparable to those of auto loans, and the whole transaction can be accomplished in 48 hours, without need for personal interviews.

Yacht Finance service is available through boat dealers in the key boating areas throughout 10 Eastern Seaboard states and Washington, D.C. Arrangements to finance a boat can be directly with the company's Newark, N.J., home office, or the nearest branch. Private sales which do not go through yacht dealers can also be handled through these offices by mail, telephone, or wire. Included in the monthly finance payments, if desired, is insurance against all hazards normally covered by standard marine hull and liability insurance.

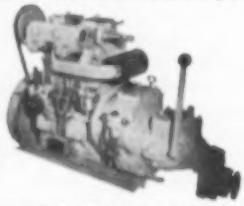
YACHT FINANCE, 32 Green St., Newark, N.J.

NEW BOAT TRAILER THIRD WHEEL

► A new caster type retractable third wheel for boat trailers, made by the Wisconsin Marine Co., is said to facilitate hitching, unhitching and maneuvering the trailer. The unit may be adjusted for any bumper height, and thereafter, when the wheel is retracted, the tongue of the trailer is lowered into hitching position. When unhitching, the wheel is lowered, raising the tongue for easy detaching. The wheel has a 10 × 2.75 zero pressure tire, and locks in either the up or down position.

WISCONSIN MARINE CO., Milwaukee 2, Wis.

There's a small PETTER diesel to fit your boat!



Now you can give your boat, regardless of size, the same safe, dependable diesel power the big ships use . . . at gasoline engine cost!

It's no accident that most commercial craft are diesel powered—they use diesels for their brute strength, reliability, economy and safety. The Petter Diesel—a triumph in small-engine design—is custom-tailored to your auxiliary power needs—for boats from 18 ft. on up. There's a Petter diesel to fit your boat—regardless of its size!

PETTER diesel power means:

• no fire hazard • lower marine insurance rates • operates at one quarter the cost of similar gasoline engines • instant, effortless starting • parts and service when and where you need them!

Find out for yourself, today, how inexpensive a Petter diesel can be—write for complete catalog.

PETTER DIESEL ENGINES
division of
BRUSH ABOE INC.

60-07 39th Avenue, Woodside 77, L. I., N. Y.

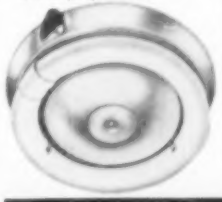
FIBERGLAS SCOWS
By STAMM

Same proven design as Jim Brown's 1955 W-Y-A Champion (illustrated) plus the lifetime, trouble-free construction of fiberglas! Still available in wood.

STAMM BOAT CO.
Delafield, Wis. Phone: Delafield 4061

FLUORESCENTS FROM THE BOAT BATTERY
TERADO ROV-A-LITE C.T.C.

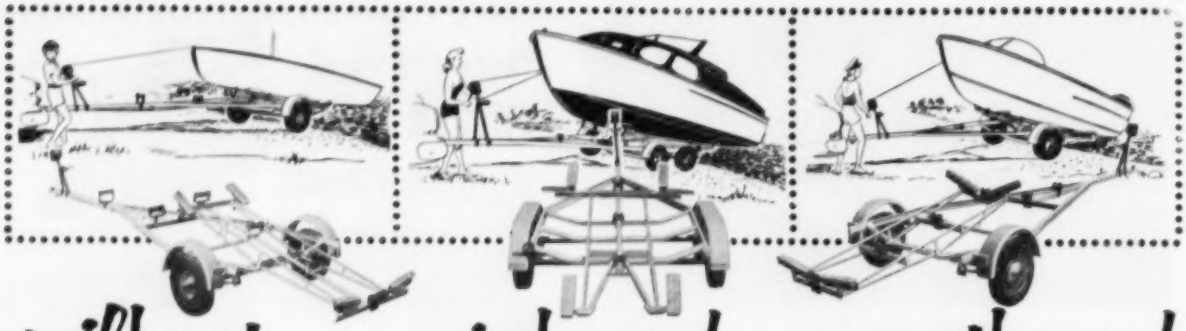
For the first time—Fluorescent Lights storage battery operated.



A brilliant interior light for less battery. Yes—Rov-A-Lite draws only one-third as much battery as regular incandescents. Enjoy Rov-A-Lite on cruise. Flip the switch for A.C. operation at the dock.

BE SURE TO SEE ROV-A-LITE AT THE MARINE SHOWS

TERADO Company
Designers and Mfrs. of Electronic Equipment Since 1927
1055 RAYMOND AVE. ST. PAUL 14, MINN.



sailboat inboard outboard

LITTLE DUDE '56

... a trailer to fit every boat!

No matter what type or size boat you own (up to 3,000 pounds), there's a model in the expanded Little Dude line for you. And *what* models! Built like battleships and as modern as tomorrow. You can buy no finer boat trailer . . . anywhere!

FREE Write for colorful folder with complete details on the full Little Dude line.

Only Little Dude gives you the original Rocking Boom gravity-action cradle for one-person loading. Easier on you . . . easier on your boat!

See your nearby dealer!

little dude

TRAILER COMPANY INCORPORATED

LITTLE DUDE TRAILER COMPANY, INC. DEPT. 30 BOX 4403 FORT WORTH, TEXAS

Airollers make hauling a boat up the beach an easy job

AIROLLERS FOR LARGER BOATS

► The line of Airollers has been enlarged so that boats up to 3000 lb. may now be hauled out on these devices. The Airoller, long familiar in smaller sizes, consists of a rubber-lined canvas cylinder, inflated by lung power to low air pressures, designed to ease a boat up over sand, gravel, medium sized stone, shell and mud beaches with a minimum of effort and of abrasion of the bottom. The line now includes four Airollers; from the smallest, 42′ by 8″, costing $9.95; to the largest Cruiseroller, 6′ long, 12″ diameter, costing $37.50 and handling boats up to 3000 lb. Corollary uses for these rollers are as fenders, flotation tanks, and emergency life preservers and buoys.

AIROLLER CO., Guilford, Conn.

STRIKER 32 ON THE BOARDS

►Philip C. Bolger, designer of the Sport Fishing Boats Co's Striker 24′, has designed a new Striker 32′. This welded steel sport fisherman and pleasure craft will be on the market sometime in March. The 1956 model of the Striker 24′ will be essentially the same as past models. This all-steel sport fisherman is zinc metallized for corrosion resistance, and her box keel design gives a low center of gravity, for better stability and seaworthiness. She is available with a 95-hp. Nordberg, 155-hp. Nordberg Knight, Twin 95-hp. Nordberg Arrows, or G.M. Diesels. She also comes with an optional cabin plan. Prices start at $4,887.50.

SPORT FISHING BOATS CO., INC., 39 Fairwater Ave., Massapequa, N.Y.

MILLER BOAT TRAILERS

► The W. H. Miller Corp. now offers two new lines of boat trailers. The MillerMatic Line, with patented features, introduces a new system of self launching and easy loading. Engineered to do a "man's job for the ladies' use," they have full-length keel support with stern and center cradles. The Miller Custom Line comes in both single axle and tandems for boats up to 2500 lb. and 20′ long. Designed for submerged loading, they are built so as not to scratch or scar the boat, and the tongue of the trailer is engineered to balance the boat properly for best performance of the trailer on the highway. All trailers carry a 90-day warranty, and have the Miller knee action feature.

W. H. MILLER CORP., P.O. Box 218, Irving, Tex.

SPEEDICRAFT HAS 10 MODELS

► The 1956 Speedicraft Boat Co. line includes 10 models in a variety of two-color combinations. These custom-built all-mahogany boats have longitudinal framing systems and all fastenings are bronze or brass. All joints are bonded with marine glue. Speedicraft models are built around one basic hull design in 14′ and 16′ lengths. Transoms are said to be especially strong, for handling the new powerful motors.

SPEEDICRAFT BOAT CO., Imeson Airport, Box 1163, Jacksonville, Fla.

Sea Traveler 26-footer steel cruiser has speeds to 35 mph.

SEA TRAVELER 26' STEEL CRUISER

► A new all-steel sedan built from plans of A. M. Deering & Son, will be exhibited at the Chicago Boat Show by the Sea Traveler Boat Co. Built of corrosion-resistant high-tensile steel, Sea Traveler's hull is supported by cross members, and has mahogany superstructure and interior trim. Overall length is 26'6"; beam 9'3"; draft 2'; headroom 6'3". Sea Traveler sleeps four. Power is optional, 95 to 310 hp. single or twin screw Universal, Chrysler, Garvmarine or Cadillac Conversion engines. There is considerable choice as to interior arrangements and equipment. Standard equipment provides everything necessary for immediate operation and approved special equipment is obtainable. Introductory price is $6,470.00 F.O.B.

SEA TRAVELER BOAT CO., 1050 E. 95th St., Chicago, Ill.

TERRY CLOTH ROBES BY BILLY BOY

► Billy Boy Prod., Inc. have added the Terry-Jak, Terry-Jill, and Terry-Jr., heavy white terry cloth robes for men, women and children, to their line of products. These robes, of easily laundered, long-wearing terry cloth, are said to remain soft and absorbent for many seasons. Prices are $9.95 for Men and Women's sizes in small, medium, and large; and $6.95 for the same range in children's sizes. The Billy Boy line also includes a new U.S. Coast Guard-approved buoyant cushion and a new approved buoyant vest in child and adult sizes.

BILLY BOY PROD., INC., Quincy, Mich.

FIBERGLAS-COVERED PLYWOOD SURFLINER,

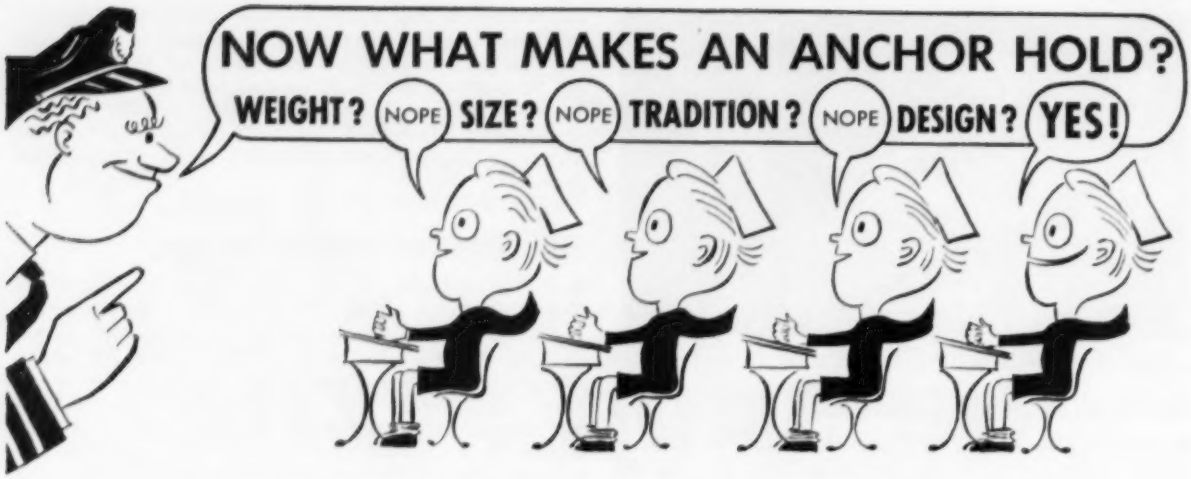
► An 18' outboard cruiser constructed of ¾" 5-ply Super Harboard Fir plywood, Fiberglas-covered, is offered by Smallcraft. This new boat, called the Surfliner, has a frameless Fiberglas cabin top, a "Walk-thru windshield," sliding side windows, galley cabinet with a drop-leaf table, wash-basin hinged over a water closet, and a 25" × 6'6" bunk that extends to 50" width for sleeping. Hull, decks and floorboards are all Fiberglas covered. The assembled unfinished hull and cabin with kit parts for other cabinet work sells for $1198. The boat is designed for use with a 25-hp. outboard, and an inboard model is also available.

SMALLCRAFT, Lake Wales, Fla.

SEALTITE A NEW KUHLS SEALER

► Latest addition to the line of 16 elastic seam compositions, glues, cements and preservatives developed by Kuhls in their more than 65 years experience is Sealtite, brought out during the past year. This oil-resistant rubber base sealer comes in a plastic squeeze applicator bottle with a long nozzle for getting at leaks in hard-to-get-at spots. Useful around the house or trailer as well as boats, it comes in white, mahogany, black and natural. Expert advice on selection and use of Kuhls products for your needs will be available at the Kuhls booth at the National Motor Boat Show.

H. B. FRED KUHLS, 65th St., & 3rd Ave., Brooklyn 20, N.Y.



A 4-lb. Standard Danforth, a 20-lb. yachtsman's kedge and a 50-lb. stockless anchor all hold the *same* on a mud bottom. No matter what bottom you name . . . mud, sand, shell, gravel, rock . . . no matter what anchor you name . . . old or new types . . . it's the DANFORTH* design that gives the utmost in *holding power*. Navy, Army, and Coast Guard tests say so, and so does the experience of thousands of boat owners throughout the world. So replace useless weight with easy-to-handle Danforths. You will have the *holdingest* and *handiest* anchor ever designed!

* DANFORTH is the registered trade mark of Danforth Anchors

FREE BOOKLET! "Anchors and Anchoring" is a 16-page illustrated booklet that tells you all you need to know about choosing and using the correct type and size of anchor for your boat. Just send your name and address to Danforth Anchors.

DANFORTH® ANCHORS

2125 Allston Way, Berkeley 4, Calif.

Twin-engine Prowler Cruiser has 155 hp. Nordberg engines; turning 14 x 15 wheels at 3500 rpm. and is 26' x 10' beam. A similar boat will be displayed at the New York Boat Show by FOREST E. JOHNSON BOAT WORKS, 325 N.W. So. River Drive, Miami 36, Fla.

NEW MODEL FARWELL BOAT TRAILER

► Farwell Products, manufacturer of the Knee-Hi-E-Z-Load boat trailer for loads of 300 to 1200 lbs. and the Trailblazer for light cruisers, has announced the Trailblazer, Jr., designed for boats weighing from 650 to 2500 lbs.—$295 to $395.

The new model has design features that have been road-proven in other Farwell trailers. It has a rectangular angle frame, grooved tongue for full keel support, four 12" rollers adjustable to four positions, a 6" bow-keel rubber loading roller, and independent wheel suspension. Its list price is $169.50 with 400 × 8 four-ply tires. 500 × 8—450 × 2 tires.

Another model, the E-Z-Tote-N-Flote is similar to the Trailblazer Jr., but without the box angle frame. It is intended for lighter boats and sells at $119.80 to $149.80 depending on equipment.

FARWELL PRODUCTS CORP., 9235 Pleasant Ave., Chicago 20, Ill.

ELECTRO-MARINE GENERATOR

► The new Electro-Marine Generator made by Bushings, Inc., is driven by a main engine power take-off and has a new control which automatically cuts out the rectifier (contained in the unit) when engines are started, thereby disconnecting from 110-v. dockside power. The control likewise cuts out the batteries, when dockside power is connected, and puts them on trickle charge. The unit's output at 32 v. is 50 amps (1800 watts) or at 12 v. is 100 amps (1200 watts), providing for all the usual accessories whether idling, under full power, or at dockside. It is designed to minimize interference with radio equipment and is of compact design, measuring 16½" high by 11" wide by 17" in length.

MARINE DIV., BUSHINGS, INC., 4358 Coolidge Highway, Royal Oak, Mich.

PACKET FOLDING BOAT

► The Packet is a lightweight folding boat designed for the fisherman and hunter. Manufactured by the Porta Co., Inc., the Packet measures 6' × 4'; folded it is 38" high and 20" across. It comes with chair, oars, Nylon oarlocks, and packet harness for carrying the folded boat. The hull of the Packet is of 14 oz. duck coated with Vinylite, with aluminum tubing ribs.

THE PORTA CO., INC., 32 Neponset St., Canton, Mass.

LOVETT BILGE PUMP

► The Lovett Bilge Pump, whose basic principle is that of sealing out water by an air lock, is now being made by the injection molding process, which not only adds strength to the pump but speeds up production to fill the constantly increasing demand.

LONGPORT MARINE CO., Longport, N.J.

Designed to meet U.S.C.G. specifications, a new line of cushions and jackets for 1956, by Style-Crafters, Inc., include the Aqua - Float Vest and Jacket; life-preservers; a water-ski vest; and child's life-saving vest, in new colors and fabrics. All from STYLE - CRAFTERS, INC., P.O. Box 3277 Sta. A., Greenville, S. C.

STEWART-WARNER INSTRUMENTS

► An "all-in-one" instrument panel for smaller craft where space and expense are a problem is among the new items of the Instrument Div. of the Stewart-Warner Corp. at this winter's shows. It combines water temperature, oil pressure and fuel level gauges and tachometer. Other Stewart-Warner instruments shown will be tachometers, fuel and water gauges, ammeters, vacuum gauges, Motor Minders and electric fuel pumps.

STEWART-WARNER CORP., 1826 Diversey Pkwy., Chicago 14, Ill.

AMERCOAT ANTI-FOULING BOTTOM PAINT

► Amercoat No. 130 Anti-Fouling bottom paint, reported to have made a 12-year record of excellent performance in tropical waters, is now being made available to yachtsmen in all principal seaboard cities and inland ports. Amercoat No. 130's high toxicity is due to its metallic copper content in flake form, evenly dispersed and gradually released by a "controlled dissolution" binder. It may be brush or spray applied, and is effective even if the boat is kept out of water for several weeks after painting.

AMERCOAT CORP., 4809 Firestone Blvd., South Gate, Cal.

HAMMER BLOW ADJUSTABLE JACK

► Bull Dog screw-type, top-crank jacks, suitable for use on trailer tongues and other equipment, are made by Hammer Blow Tool Co. Interchangeable mounting brackets facilitate securing the jack to various types of equipment. Six-inch steel wheel or a disc foot with hard rubber wheel are optional. Weight is 26 lb., price $18.50.

HAMMER BLOW TOOL CO., Wausau, Wis.

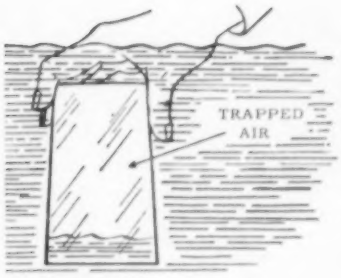
HERITAGE MAKING FLAGSTAFFS

► The Heritage Co., best known among yachtsmen for their Mariner galley ranges, are manufacturing anti-fouling flagstaffs for masthead use. These staffs are of ¾" diameter aluminum tubing, closed at both ends. Two aluminum swivel flag brackets are furnished with each staff, so that one flag may be substituted for another by removing a lucite nut, slipping off one bracket with flag, and replacing it with the other.

THE HERITAGE CO., Huntington, N.Y.

The Heritage Mariner stoves, of stainless steel are made for alcohol or gas fuel, and with gimbal mounts when desired

THE *ONLY* BILGE PUMP WITH AN AIR LOCK



The above illustration shows how the air lock works. If you invert a water tumbler and submerge it, the air trapped keeps the inside dry. The electrical parts of the pump are located in dry trapped air. This water seal is not subject to corrosion or wear. All other pumps use mechanical seals. The LOVETT plastic case insulates the electrical parts thus preventing electrolysis. This pump must be different to be awarded U. S. Patent No. 2,669,934. Thousands of successful installations plus soaring sales prove its merit.

AUTOMATIC PUMP

The LOVETT automatic bilge pump shown permits manual operation also. In addition, a strictly manual unit is produced.

Both models are small, compact and light weight with exceptionally large screen areas.

A new completely molded plastic unit reduces the height to 5⅝". All bearing surfaces in the switch operating mechanism are metal to plastic. There is no possibility of metal to metal corrosion. All moving parts are self lubricating.

Capacity 550 gals./ hr.—3' head.

ALL PUMPS ARE:

- **Non-Electrolytic**
- **Explosion Proof**
- **Submersible**
- **All popular DC voltages**
- **Guaranteed for one year when properly installed**

SHOWER SUMP PUMP

For draining shower pans installed below the waterline.

Lovett Pumps

Made by
LONGPORT MARINE COMPANY
Longport, New Jersey

"made by Boatmen for Boatmen"

...and AWEIGH WE GO!

Take the helm of a sleek new Scottie-Craft, open the throttle . . . and get the thrill of your life! For here is a boatsman's boat, a craft whose flashing performance brings all the exhilaration boating should bring! 'Years ahead' styling combines dramatic new tri-tone colors and low sweeping lines. Know the joy of commanding a Scottie-Craft...now!

PRESIDENT CUSTOM
19' Twin Outboard Cruiser

The trim speedster that is capturing the heart of boating America! Stylish, durable vinyl deck, streamlined motor cover, berths, new side vents for full ventilation—the outstanding buy of its class today!

Send for free full-color brochure!

Scottie-Craft

Outboard and Inboard Cruisers
International Shipbuilding Corp.
471 N.E. 79th Street • Miami, Florida

The 15' Rocket is one of the fast outboard runabouts built by the LAWRENCE BOAT CO., Box 5151, Orlando, Fla.

WOOLSEY TUBE COLORANT SYSTEM

► A new tube colorant system, worked out to give boat owners a wide range of colors has been announced by the C. A. Woolsey Paint and Color Co., Inc. Said to be simple to use, Woolsey's new Cawlux Nauticolor system requires only one tube of liquid marine colorant to a single can of ready-mixed marine finish. An array of 70 colors is offered. The colorants, which mix evenly and rapidly, are recommended as being color fast and durable. The new Nauticolors are formulated to be fade resistant and gloss retaining, and are made for marine application. These paints are said not to check or change under severe exposure to the elements, and the final hard-wearing finish is said to withstand vigorous and constant scrubbing. New colors have been added to their line and will be available in the new tube colorant selection.

C. A. WOOLSEY PAINT & COLOR CO., INC. 229 E. 42nd St., New York 17, N.Y.

NEW BOATS BY INDUSTRAL SHIPPING

► Extra strength to stand the high speeds and heavy beatings they will get from the new big outboard motors is being built into its hulls by Industrial Shipping So., Ltd., Canadian molders of many small outboard hulls. They expect a swing to larger boats, in the 15' and 16' range. Industrial calls its new high sheerline styling the Hy-n-Dry Line, and features it in new and redesigned models.

In the 14' class are two new models designed respectively by H. I. Chapelle and W. J. Roue. Industrial's Paceships include several new models, one of which is the 16'4" Quinte. Of 14 Paceships, six are designed for 40-plus hp., three for motors up to 30 hp., and five for 16-hp. and smaller motors.

INDUSTRIAL SHIPPING CO., Ltd., Mahone Bay, Nova Scotia, Canada.

POMPANETTE FISHING CHAIR

► The Pompanette "fighting" chair for sport fishermen is said to be built to stand the shocks and stresses of big game fishing. Construction is of naval brass and stainless steel; seats, back and arm rests are foam rubber upholstered with Naugahyde covering. Back and foot rests are independently adjustable and the entire chair swings in a 38" radius about the center or locks in any position.

POMPANETTE PRODUCTS, Hollywood, Fla.

The Seaborn-designed Seafair Class sloops, built by MONSON BOAT CO., 3133 Fairview Ave., North, Seattle, Wash., are light displacement, 32' o.a., cruising and racing auxiliaries

Pennant Class auxiliary keel sloops are available in 16', 19', 24', and 27' lengths. PENNANT CLASS SLOOPS INC., 51-14 115th St., College Point, N.Y.

KEHRIG BOATS HACKER-DESIGNED

► An automotive industry supplier invading the pleasure boat picture is the Kehrig Mfg. Co., whose first boat is expected to be in the water in January. The new craft is a 30' steel cruiser designed by John L. Hacker. She is to sleep four and make 26 m.p.h. with twin 100-hp. engines. Production line equipment has been set up at the Kehrig plant which will turn out the flared bows, tumble-home sterns and other characteristic features of the Hacker designs usually seen in wood but rarely in steel boats. The hull will be 30'4" o.a., 9'11" beam and 2'8" draft, with four transverse steel bulkheads. Pastel-tinted hulls and interiors designed by an automobile stylist are mentioned as attractions.

KEHRIG MFG. CO., 49920 VanDyke Ave., Utica, Mich.

UNIVERSAL CONVERTING CORP. CHAIRS

► A varied line of deck and cabin chairs and other furniture popular with boatmen is that turned out by the Universal Converting Corp. Of aluminum tubing frame and plastic fabric covering material, it combines light weight and durability, both important for boat use. In addition to standard type chairs, tables, etc., many of which fold up for easier stowing, there are a number of models designed especially for various applications both in small boats and larger craft.

UNIVERSAL CONVERTING CORP., 1125 County St., New Bedford, Mass.

36' KETCH NEREIA

► The Dair Shipbuilding Corp. offers the Nereia, a 36' L. Francis Herreshoff-designed ketch. Built in the Cayman Islands, she is of Honduras mahogany planked with bronze and galvanized steel fastenings. A 45-hp. Lathrop provides auxiliary power. The dimensions are: 36' o.a., 31'9" waterline, 11' beam, 5'3" draft, 6'2" headroom, and the sail area is 637 sq. ft. There are four berths and room for two extra. The interior of the boat is divided into three compartments with doors for privacy. Nereia boats come complete with mahogany table, stove, toilet, sink, etc.

DAIR SHIPBUILDING CORP., 73 Reid Ave., Port Washington, N.Y.

Herblin 21' Reinforced Fiber Glass Cruisers for 1956 are offered as an inboard with a 60 hp. motor or as an outboard with a transom bracket. They may be ordered with varying completeness of equipment. Also offered are the deluxe 14'6" "Panther" outboard runabout and dinghies both 8' and 10' in length. THE HERBLIN CORP., 3000 Burns Avenue, Wantagh, L.I., N.Y.

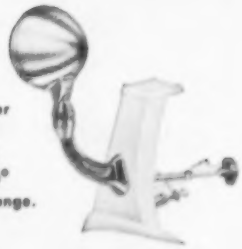
MODEL MDW

MODEL MR14
14" high. For use where greater height is required for beam to clear bow.

MODEL MD14
14" high. Overhead installation. Direct control.

MODEL MD10
10" high. Overhead installation. Direct control.

Heavy chrome-plated brass bracket for mounting on either port or starboard windshield posts. Inside control. 360° rotation. ½ mile range.



ARNOLT CORPORATION WARSAW, INDIANA

RIDEAU WATERWAY

By ROBERT LEGGET

The first complete guide to the wonderful waterway from Lake Ontario to Ottawa, the Canadian capital. Locks, towns, and villages, lakes, rivers, and islands, are described in fascinating detail. In addition to an engrossing account of the history of this military canal system, *Rideau Waterway* gives sailing and cruising information; lists of maps and charts; fishing regulations; and tables of mileages, lifts, and clearances. The Rideau system completes the famous triangle route for cruising between Kingston and Ottawa and Montreal. 264 pages, 24 photographs, end-paper maps; handsomely bound and jacketed; price, $5.00 postpaid.

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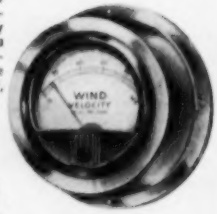
Tells at a glance *indoors* how hard the wind's blowing *outdoors*! Every gust and lull in the wind is instantly shown on the handsome speedometer inside your home. The 4" polished brass dial registers up to 100 miles an hour. Installation is easy and quick: Simply mount the spinning cups on a roof or TV mast and connect the wire to the indoor indicator. Costs nothing to operate because it generates its own current. Fully Guaranteed, complete with 50 feet of wire.



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LOOKING FOR A SEAWORTHY BOAT?

Then Write Today for Complete Details on the 24 Foot

'STRIPER'

24' x 8' x 2'

PRICED FROM

$4375.00

RIVERSIDE BOAT CO.

NEWCASTLE, MAINE

Among plastic-coated Nomar Products by Whitman and Robinson, are an anchor, tank holder, and battery boxes. A vinyl plastic coating on these items, prevents scratching of hull or deck

They are made by WHITMAN & ROBINSON, Weedsport, N.Y.

NORTH SEA CRUISERS, A NEW FIRM

► A new concern in the international pleasure craft business is the North Sea Cruiser Shipbuilding Corp., of Wilhelmshaven, Germany, and New York, whose first importation here is expected to make her debut at the Miami show Feb. 17-22. This Sea Devil 30 will be a round-bilge cruiser of seaworthy model, expected to make 25 m.p.h. with twin Chrysler Crowns. Hull and deck are mahogany over oak frames, cockpit teak. She has berths for four, galley and head. The Wilhelmshaven plant is equipped to do a complete job of yacht production, from design to upholstery, and plans to include in its line other fast cruisers and smaller craft.

NORTH SEA CRUISERS, INC., 12 East 63rd St., New York City.

INCONEL TUBING FOR "FUEL MISER"

► Inconel tubing, made by Superior Tube Co., said to withstand working temperatures up to 1000 deg. Fahrenheit, to be easily hand-formed into sharply-bent shapes, and not to crack regardless how much an engine vibrates, is being used in the Fuel Miser. The latter, product of Upton Engineering Co., Marysville, Wash., takes waste fuel from outboard engine crankcase, vaporizes it and feeds it back to the carburetor to raise fuel efficiency of these motors. Development models of copper tubing flaked badly and soon collapsed, while other materials cracked under vibration, according to the Superior Tube people whose Inconel product is now the standard material for this device.

SUPERIOR TUBE CO., Norristown, Pa.

LEAK-PROOFING WITH NEOPRENE

► DuPont's synthetic rubber, liquid Neoprene, which can be applied like paint and cures in air, is marketed in the marine field by Penn Marine. This product is said to restore canvas covered decks and, in caulking form, to fill seams, etc. Neoprene resists heat, sunlight, flex-cracking, aging, abrasion, oxidation, attack by gasoline and many chemicals.

PENN MARINE, 1907 Nenoher Blvd., Johnston, Pa.

This lapstrake outboard cruiser built by RIVERSIDE BOAT CO., Newcastle, Me., sells for $1345, as shown, or $1295 as a runabout. Riverside also builds the 24' carvel-planked cruiser Striper, at prices from $4375

21′ Barbour Overniter Convertible

BARBOUR INBOARDS AND OUTBOARD BOATS

► Traditional lap-strake construction is used in all Barbour boats for 1956. Planking is mahogany and trim is finished in natural colors. Brass screw-fastening is used throughout. A complete line is offered: 12′ Utility, 14′ Utility and a 15′ Vacationer, in either open or center deck models; the 21′ Overniter is available as an outboard or as a single or twin-screw inboard. A new feature will be the walk-thru deck which will be available in the 14′ Utility and the 15′ Vacationer. All 1956 outboard hulls will have removable solid floorboards and extra wide mahogany seats. The 21′ inboads have large capacity fuel tanks, lifting rings, navigation lights, foam rubber cushions, large keel for propeller protection, and many extras.

BARBOUR BOATS, INC., New Bern, North Carolina.

LOOK YOUR BEST AFLOAT AND ASHORE

► Blue flannel jackets for men and women, available at the Squire Shop, are suitable for use for dress and sports, finely tailored and designed. A club insignia may be shown on the front pocket. $35.00 postpaid. Also for the boatman are Dunlop Non-Slip shoes offered by the Squire. These shoes have six-sided nubs designed to prevent slipping in any direction, and are made of top-quality, white, no-mar rubber with navy blue uppers of a water-repellent fabric. Innersoles support the arch. Shoe sizes for men and women are available at $8.50 pair.

THE SQUIRE SHOP, 41 Mt. Vernon St., Boston, Mass.

PUSH-PULL CONTROL CABLES

► New Push-Pull Control Cables, made by Fox River Sales, Inc. can be adapted to all Duotrol units and are said to work with any other make or model of throttle and shift control. This new cable is not limited to any specific length. It can be purchased in 100′ to 500′ lengths, and cut for installation. It is self-lubricating and works when bent in short radii. Fox River also has a new Ship's Wheel that can be installed with sheave mounting on the bulkhead, for any type of craft. Fox River's Duotrol controls include a new dual control for twin installations and a single control designed to fit all makes of engines.

FOX RIVER SALES, INC., Oshkosh, Wis.

The Frahm Resonant Reed Tachometer is said to measure the speed of any outboard motor, directly in r.p.m's. JAMES G. BIDDLE CO., 1316 Arch St., Philadelphia 7, Pa.

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FOR SAFETY SAKE DEMAND APCO

WATER SKIS
Made in several models for the beginner to the professional. All skis reinforced and laminated to permanently keep its shape. Adjustable foot grip made of pure gum rubber with aluminum fittings. Finished in red with white trim and attractive emblem.

NEW APPROVED
BUOYANT CUSHION

Made to latest U.S. Coast Guard specifications effective October 1, 1955. Kapok contained in electronically sealed vinyl bags to keep kapok dry.

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NEW MOTOR BOAT BUOYANT VEST

U. S. Coast Guard Approved for use on Motorboats of Classes A, 1 and 2 not carrying passengers for hire.
Child, small: For children weighing less than 45 lbs.
Child, Medium: For children weighing 45 to 90 lbs.
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inboard and outboard models for those who insist on the finest

America's first 4-cylinder, 4-cycle Economy Outboard has 35 h.p. Cuts fuel costs up to 50% . . . doubles your cruising range. No mixing of gasoline and oil . . . easily serviced by auto mechanics.

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Fageol 44 Vee-Drive is a complete inboard power package. 12 sensational improvements for '56. Lighter, more economical than any other inboard.

FAGEOL PRODUCTS COMPANY
division of Twin Coach Company • Kent, Ohio

the Finest... MARINE HARDWARE

GEARED TO YOUR EVERY NEED...

Designed by yachtsmen... for yachtsmen. The popular South Coast geared winch, for wire or rope sheets, is but one unit of a line of the finest marine hardware available today. From patented folding propellers to rubber-shell blocks and spinnaker pole fittings—it's South Coast when you want the best.

South Coast Company

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TELEPHONE: HARBOR 2600 CABLE ADDRESS: SOCORO

Take a look at efficiency...

South Coast Company will have a showing of marine hardware at the *National Motor Boat Show* in New York. Visit *Space #19* and learn "first hand" of the many advantages of this outstanding line...

...Born at Sea...Tested at Sea

LATHROP BUILDS GASOLINE AND DIESEL ENGINES

► Four series of gasoline engines and one of diesels will comprise the 1956 Lathrop line.

The Mystic Series consists of a pair of "sixes" capable of 130 and 175 hp. at 1800 to 1535 r.p.m., respectively.

There are two Engineers' models; one developing 75 hp. at 915, the other 118 hp. at 1,000 r.p.m.

In the LH gasoline series we find motors rated in the 2,200 to 3,200 r.p.m .range. Included are a pair of "fours" turning out 45 and 70 hp., and half a dozen "sixes" with power peaks ranging from 64 to 145 hp.

Thirty and 45 hp. sizes make up the Standard gasoline series. They are rated at 660 and 710 r.p.m.

Lathrop diesels include a 60 hp., 4 cyl. engine and a "six" rated at 120 hp.

THE LATHROP ENGINE CO., Mystic, Conn.

SALEM CRUISERS AND RUNABOUTS

► Salem Boats announces a completely new line of runabouts and cruisers for 1956. The models include a 25′ full-headroom cruiser with sleeping accommodations for four; a 17′ outboard with foam rubber seats that convert to bunks; a 17′ Chrysler-powered inboard; and a 15′ outboard. The 17-footer with inboard power is said to have speed in excess of 35 mph.

All Salem boats are built of select African mahogany plywood with white oak framing and bronze and brass fastenings. In this plywood, all plys consist of mahogany, rather than just the outer veneers. According to the manufacturer these boats have construction features and interior appointments usually found only on more expensive craft. Salem boats will be on display at the Chicago Boat Show in booths 652 and 653.

SALEM BOATS, Salem, Virginia.

COPEROYD BRONZE ANTIFOULING

► Introduced about a year ago, Coperoyd Bronze Boat Bottom Finish, has proved to be very successful, according to the manufacturer, Metallic Coatings Corp. Intended primarily for inland fresh-water territory, it has also proven popular in the coastal areas, since it is said to have good anti-fouling properties not usually associated with a hard-finish racing bottom coating. Coperoyd anti-fouling Brushing Enamel, also made by Metallic is said literally to put a copper sheathing on the bottom of a boat, and protect against toredos, barnacles and grass.

METALLIC COATINGS CORP., 234-236 West 44th St., New York 36, N. Y.

TURNER TURNABOUT IN KIT FORM

► The 9′8″ cat-rigged Turnabout is a popular one-design, available as either a complete boat or as a kit for home construction. She is said to be an ideal junior training sailboat because of the simple rig, ease of handling and low initial cost. Another boat built by Harold R. Turner is the 20′ Blufin, designed for open water. Powered by either an outboard or a 65-hp. Universal Unimite, this boat comes in two models, the Sportfisher 20 and the Overniter 20. Blufin is a round-bottom lapstrake, with ample freeboard and rugged construction.

HAROLD R. TURNER, Essex Rd., Ipswich, Mass.

CUSTOM MADE FOAM RUBBER PRODUCTS

► Custom-made foam rubber products are offered by Foam Fair, who specialize in mail order service. Anything in foam rubber, covered or uncovered, is available, cut to any shape or form. Specifications may include a paper template, or items can be made up from descriptions giving width, length, foam thickness, etc.

FOAM FAIR, 2619 Atlantic Ave., Brooklyn 7, N. Y.

COMMODORE APPAREL, ACCESSORIES & EQUIPMENT

► Among the many items of apparel, accessories, and equipment offered by the Commodore Uniform Co., Inc. are a Navy Blue Flannel Blazer Jacket which sells for $34.50; Commodore's Deluxe Zephyr-weight Perma-Top dress cap of crush-resistant all-wool lightweight navy blue colorfast serge, for $7.50 less insignia; patch insignia for caps, jackets and sweaters; a nautical, crash-linen, imported 54 × 54″ tablecloth imprinted in red, blue and yellow colors, for $6.95. Also a Buoy Ash Tray, a kingsize item for smokers, at $3.75; the Snug Harbor Mixing Set, which includes a 16-oz. mixer with code flag stirrer, and two cocktail glasses. The rectangular 6″ × 12″ tray of blond Korina hardwood is railed round with yacht rope and has authentic brass cleat handles. The price: $12.00; tray only, $8.50.

COMMODORE UNIFORM CO., INC., 349 Broadway, New York 13, N.Y.

SCHRAMM LAST-COAT RESIN

► A polyester resin which is said not to run, sag, or drape when applied to a vertical surface is the newest item from Schramm laboratories, who offer Fiberglas products and techniques. Called Last-Coat Resin, this product is designed to insure uniform coating on all surfaces and help anyone get a professional-appearing Fiberglas job on his boat.

As in the past, Schramm offers complete kits for Fiberglas covering 8′ to 18′ boats. An instruction book gives detailed and complete directions for doing the job. In addition, Schramm now has a kit for repairing metal boats. Using epoxy metal-bonding resin in conjunction with Fiberglas cloth and/or Fiberglas floc, permanent repairs can be made to metal boats, regardless of material or type of construction. The kit is marketed under the name Fybrglas Do-It-Yourself Repair Kit.

SCHRAMM FIBERGLASS PROD., 3101 Montrose, Chicago 18, Ill.

APCO CUSHIONS CONFORM TO NEW LAW

► The new Coast Guard specifications require that buoyant cushions have inner plastic film covers over the Kapok to minimize possibility of waterlogging, and that there must be at least four electronically-sealed compartments. The new cushions made by the Atlantic-Pacific Mfg. Co., Apco, fully comply with the new law. These cushions are offered in various covering materials, such as vinyl leatherette, unsupported vinyl, or fabric. Apco also makes a complete line of seat cushions and backrests for most standard make boats. In addition, new Motor Boat Buoyant Vests, C. G. approved, are made for use on pleasure motorboats of Classes 1 and 2 not carrying passengers for hire.

In Watersport equipment, this firm has added an outboard Ski Kit and a towline of polyethylene Floating Rope. A new catalog will be available at the shows.

ATLANTIC-PACIFIC MFG. CORP., 124 Atlantic Ave., Brooklyn 1, N.Y.

PLASTIC MATERIALS NEW FOR BATTERIES

► Polyethylene, a versatile plastic material, has become a vital part of marine storage batteries, according to Exide. Tubing and tube sealers which encase the active material and grid spines of the positive plates of Exide-Ironclad marine batteries are now made of polyethylene, said to lengthen battery life and increase capacity. Advantages of the plastic construction are that it withstands a wide range of working conditions within a battery, the slots retain original designed dimensions, and it is more elastic. The decision to switch to polyethylene from rubber materials was made after years of research, field testing and successful use, according to the manufacturer.

EXIDE INDUSTRIAL DIV., The Electric Storage Battery Co., Box 8109, Phila. 1, Pa.

Amphibi-Con

L. O. A.	25′ - 5″	Draft	2′ - 4″
L. W. L.	21′ - 8″	S. A.	266 sq. ft.
Beam	7′ - 9″	Disp.	3,900 lbs.

SHE MUST BE SEEN TO BE BELIEVED!

Trailability: Unlimited horizons—More than 10,000 miles behind a family car has proved the ease of transportation. Store in your own backyard where you can enjoy working on her.

Comfort: 4 large berths, galley, toilet and locker space. Full headroom. Large self-bailing cockpit. Dry and able. Day-sailing for 8.

Speed: Winner of many races from the Great Lakes to Long Island Sound and to Florida. Her racing record is already an impressive one.

Low Maintenance Cost: Light Displacement and glue-strip construction reduce maintenance costs to the minimum. No storage or outfitting bills to pay!

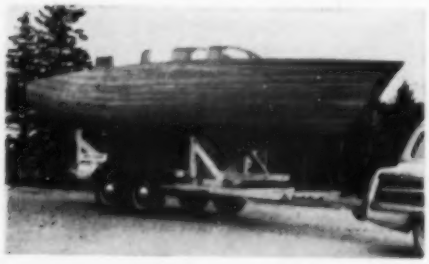
Kits Available in Four Stages of Completion: Priced from $1,390-$2,895

Also Custom Finished at Surprisingly Low Prices

The Family Auxiliary You Can Afford

Developed by the Mount Desert Yacht Yard, Inc. in response to the growing demand for a small auxiliary which can be easily transported by trailer, the AMPHIBI-CON is a little sister to the well known CONTROVERSY's. An out-growth of years of successful experience in Light Displacement types, she has many advantages not possessed by any other boat. The AMPHIBI-CON is an ideal family cruising boat also well suited to racing.

The Original Trailerized Auxiliary



For Information on the AMPHIBI-CON or any of the other well-known CONTROVERSYs, Contact Nearest Dealer:

HOERNKE BOAT COMPANY
3140 West Mill Road
Milwaukee, Wisconsin

TRIANGLE MARINE CO.
Huntington Hills
Rochester 9, New York

LAWRENCE P. GREENLAW
135 Wren Street
West Roxbury 32, Mass.

or Write Direct to:

CLARK MILLS BOAT WORKS
Dunedin, Florida

M. L. HAMLIN
251 Rocklyn Avenue
Lynbrook, New York

THEODORE A. EARL
Simsbury, Connecticut

GEORGE WHEELWRIGHT, II
Green Gulch Ranch
Sausalito, California

MOUNT DESERT YACHT YARD, Inc.
MOUNT DESERT, MAINE

CUSTOMER SATISFACTION — OUR GREATEST ASSET

WE ARE VERY PROUD OF THE PEARCE SIMPSON REPUTATION FOR HIGHEST QUALITY.

WE INTEND TO ENHANCE THIS REPUTATION THRU THE COMING YEARS.

A FINITE STEP IN THIS DIRECTION IS THE SUPERLATIVE LINE OF PEARCE SIMPSON MARINE RADIOTELEPHONES FOR 1956.

EACH YEAR, MORE YACHTSMEN WHO INSIST ON THE FINEST ARE SELECTING PEARCE SIMPSON.

YOU CAN EASILY MAKE A PERSONAL COMPARISON AT EITHER THE NATIONAL MOTOR BOAT SHOW IN NEW YORK OR THE MIAMI INTERNATIONAL BOAT SHOW. WE WOULD ENJOY TALKING TO YOU.

IN THE MEANTIME, MAY WE SUGGEST THAT YOU CONTACT ANY PEARCE SIMPSON OWNER FOR HIS UNBIASED OPINION!

THE WORLD'S FINEST MARINE RADIOTELEPHONES ARE BUILT BY

Pearce Simpson Inc.

3023 CORAL WAY, MIAMI 34, FLORIDA

HIGHLAND 8-1708

ONE MAN LOADING BOAT TRAILER

► A new type of boat trailer which is said to be Truly-One-Man-Loading is built by the Pacemaker Boat Trailer Co. These trailers come in 11 different models for boats from 12′ to 26′ long, weighing up to 5500 lbs. Prices start at $114.95 for a fully equipped trailer. A typical model, DE750, has a capacity of 750 lbs., and will accommodate any boat from 12′ to 16′. It is equipped with the Pacemaker Play Loader, said to permit the easy loading and unloading of any boat. Replacement parts for all models will be available for at least five years, according to the manufacturer.

PACEMAKER BOAT TRAILER CO., 2017 W. 63rd St., Philadelphia, Pa.

NEW SAILBOAT FITTINGS BY RACE-LITE

► Amateur and professional builders alike will be interested in the new, pre-cut, stainless-steel mast tangs added to the Race-Lite line of sailboat fittings for one-design boats, and made by Race-Lite Div. of the E. F. Griffiths, Co. These tangs come pre-punched, all edges rounded, and in polished ¾″-wide material in 3″, 4″, 6″, and 12″ lengths. Swivel base blocks, boom vang rigs, and snatch blocks are other new Race-Lite items.

RACE-LITE DIV., E. F. Griffiths Co., 346 E. Walnut Lane, Phila., Pa.

BOTE-TOTE ENDS STORAGE PROBLEMS

► A collapsible carrying carton, called Bote-Tote, is designed for transporting and storing provisions, grog, togs, etc. Manufactured by the Paige Co., it is of double thick, white, moisture-resistant corrugated material, and is said to support 500 lbs. evenly distributed on its flat, removable top. Bote-Tote measures 12″ × 15″ × 10″ and may be knocked down for flat storage.

THE PAIGE CO., 114 E. 32nd St., New York 16, N. Y.

APEX OUTRIGGERS

► The Apex Mfg. Co. offers a complete line of fishing outriggers for any size boat; three sizes for cabin mounting and a junior set for deck mounting. The cabin-mounted types are of brass stock with nickel and chrome plating, and the junior set comes as a complete package selling for $47.74, which consists of two outrigger pole holders, two anodized poles, lines, stainless-steel ferrules and clips. Apex also manufactures telescopic aluminum poles in 20′, 24′ and 28′ lengths that telescope to 4′. These are furnished complete wtih stainless-steel ferrules, lines and clips.

APEX MFG. CO., Box 174, Paoli, Pa.

BEACHER RAILWAY FOR SMALL CRAFT

► The Beacher Railway, announced by Reimann & Georger, Inc., is designed for outboard cruisers and other boats weighing up to 4,000 lbs. By means of mooring locks on the boat's deck, the boat is aligned on a dolly and then moved out of the water with either a hand or electrically operated winch. Track sections are 10′ long, and any length may be assembled.

REIMANN & GEORGER, INC., 1673 Harlem Rd., Buffalo 25, N. Y.

TERADO'S ROV-A-LITE

► Interior boat lighting said to be equal to regular "household lighting" is provided by Rov-A-Lite, product of the Terado Co. This operates on 6, 12 or 32-v. boat lighting batteries, or on 110-v. dockside current. The manufacturer reports tests showing that Rov-A-Lite gives four times as much light as regular incandescent bulbs, with less drain on the battery, permitting the installation of fewer lights, with less wiring, than is present common boat practice.

TERADO CO., 1068 Raymond Ave., Saint Paul 14, Minn.

NEW CRESTLINER 14-FT. VIKING

► A new boat in the Larson Crestliner fleet for 1956 is the 14′ Viking Delux. She has a walk-through center deck, and is wider and deeper than comparable older models. She is of aluminum construction wtih embossed aluminum inside panelling, upholstered seats, seat-backs and instrument panel, and steering wheel standard on the center deck. Decked Speedster and open models of the 14′ Viking hull are also available.

Crestliner Voyagers, in 15′ and 18′ lengths, have been re-designed for 1956. The 18′ Voyager is available in convertible or hard-topped models. Crestliner aluminum boats are built at Little Falls, Minn., and at Strasburg, Va.

LARSON WATERCRAFT INC., 813 N.E. First St., Little Falls, Minn.

MAGNESIUM ELECTROLYSIS ELIMINATORS

► The efficacy of magnesium plates and special fittings to overcome electrochemical action that attacks underwater metal components of boats is pointed out by the Febco Engineering Co. They list, as advantages of magnesium over other metals such as zinc generally used for this purpose, its high electrolytic factor, lightness, ease of working and comparatively low cost. Febco makes several types of magnesium anodes designed for attachment to propeller shafts, propellers, struts, rudders and other underwater parts of iron, steel, copper, brass or bronze, to protect them from electrolytic corrosion.

FEBCO ENGINEERING CO., Old Bridge Turnpike, South River, N.J.

JONY JACKSON OFFERS 3 MODELS

► The 16′ Flying Cloud, 16′ Utility Flying Cloud, and a 14′ Flying Cloud are the three models presently built by the Jony Jackson Boat Co. Made of ⅜″ 5-ply Marine Plywood with mahogany ribs and deck, the Flying Cloud comes with curved windshield, canvas folding top, upholstered seats which make two bunks, and chrome hardware, and sells for $800.00. The Utility has a mahogany slat seat forward instead of the bunk arrangement and sells for $700.00. The 14-footer, with the same equipment as the 16′ Flying Cloud, sells for $675.00.

JONY JACKSON BOAT CO., Box 455, Fern Park, Fla.

SILICONE RUST PROOFER

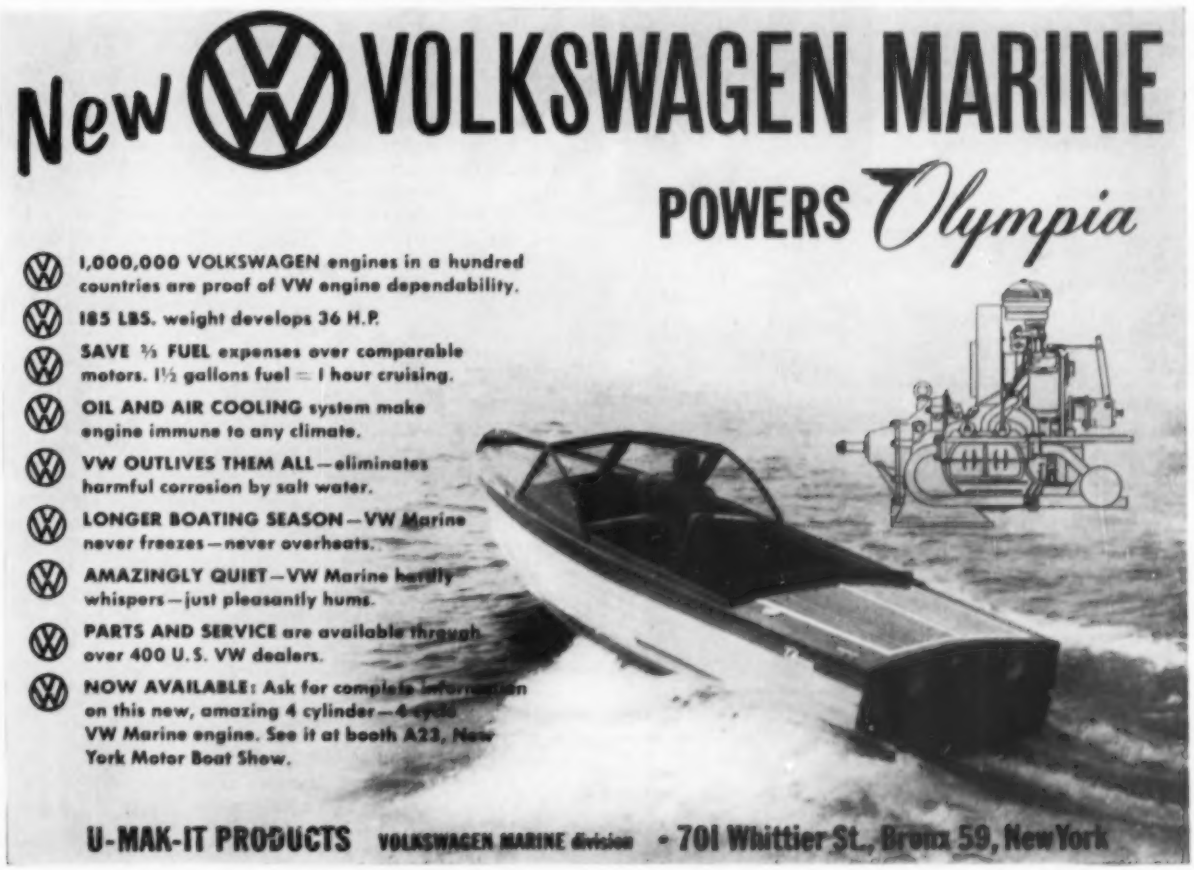
► Designed for application to all metals subject to rust and corrosion, Century Silicone Rust Proofer, made by the Century Mfg. Co., is a silicone and polar compound, compatible with all oils and greases. It is said to displace moisture, allowing articles to be sprayed while wet without loss in protection. For maximum protection, Rust Proofer's transparent protective coating should be left on the metal. However, for invisible protection, the coating may be wiped off 20 minutes after application. The manufacturer recommends its use on marine hardware, outboard motors, engine accessories, tools, fishing reels, guns, and all fine equipment.

CENTURY MFG. CO., Box 55, Northfield, Ill.

AERO-CRAFT ALUMINUM BOATS

► Harwill, Inc., turns out a line of Aero-Craft aluminum boats including 20 different models ranging from a 9′ dinghy up to an 18′ runabout. Aero-Craft are constructed of 2024-T aluminum alloy, said to have exceptionally high tensile strength. The models are designed for all purposes within their size range, and for all the popular outboard motors from 5 hp. for the 9′ dinghy up to a total of 70-hp. in the 18-footer, which has 6′ beam and a 6′ deck. The Aero-Line 12 and 14-footers are the low-price models of the line.

HARWILL, INC., St. Charles, Mich.



handle your dinghy the safe, easy way!

BREMER
Demountable
STERN DAVITS

THE ONLY DAVITS expressly designed for modern cruisers—the *only* davits that satisfy every requirement of handsome appearance, fast dinghy handling, easy stowage, security in any sea! Engineered for rugged strength with lightness—weigh only 20 lbs. apiece! Simple to install, easy to dismount and stow. Special clamping devices lock your dinghy against movement in roughest water—and it's ready for instant launching always!

Add to your cruising pleasure with America's finest yacht davits—approved by foremost builders—hundreds in use on cruisers 28 to 70 feet. Readily installed on any boat with 6" or more covering board at the transom. Moderately priced at $165 for complete outfit—davits, bases, bolts, dinghy clamps, tackle. Sold by many leading dealers—if yours does not handle, write

H. E. BREMER MFG. CO. *MARINE SPECIALTIES DIVISION*
4933 N. 32nd Street, Milwaukee 9, Wisconsin

IT'S ALL FUN . . . NO WORK
Cadillac all-aluminum boats are light, fast and virtually indestructible . . . require no upkeep! Pound it in rough water, beach it on gravel or stones — there's no wood to gouge, rot or splinter. Cadillac outperformed 12 leading makes 6 ways in independent tests — gives you more go per h.p., can't sink and handles like silk. Car-top models take up to 16 h.p. motors . . . coordinated do-it-yourself accessories available.

you don't baby a *Cadillac*

WRITE FOR FREE LITERATURE

CADILLAC MARINE & BOAT CO. 124 Seventh St., Cadillac, Michigan

HERBLIN REINFORCED FIBER GLASS BOATS

21' CRUISER
Inboard or Outboard

- Performance is tops under all weather and sea conditions.
- Reinforced fiber glass construction insures minimum maintenance, no leaks, easy repair of accidental damage.
- Accommodations to suit your requirements—bare boat or fully equipped.

Also of Fiber Glass

8' DINGHY • 10' DINGHY • 14'6" DELUXE "PANTHER" OUTBOARD

THE HERBLIN CORPORATION
3000 Burns Ave., Wantagh, L.I., N.Y., Tel: Sunset 1-2926

PRODUCTION NOTES

► A mail order department to supply marine articles of all kinds has been opened by the Sea Chest, of 1620 Mt. Royal Avenue, Baltimore, Md. They offer engines, deck supplies, galley, navigation, electronic and safety equipment, apparel and nautical jewelry. . . . More than 4,000 boat owners installed their Moto-Saver engine conditioner in 1955, reports the Maymac Corp., 415 Whitehall St., Lynbrook, L.I., N.Y. This conditioner chemically cleans marine engine water jackets. . . . The sealed beam portable searchlight offered by Graybill's, Inc., Box 229, Hagerstown, Md., operates on a 6-v. lantern battery. . . . A marine rescue kit consisting of a pistol, 100 blank .22 cartridges, and 10 signal flares in a Vinyl bag is offered by the Thalson Co., 682 Mission St., San Francisco 5, Cal.

The New Jersey Yacht Sales Corp., Point Pleasant, N.J., are dealers for skiffs built by the Silverton (N.J.) Boat and Engine Works, and by the Coast Boat Co. of Red Bank, N.J.; Dyer Dinks, Dhows and other Dyeresin boats, and Thistle and Highlander sloops. . . . Hammacher Schlemmer, one of New York's oldest house furnishing stores, has recently established a Yachtsman's Shop. The address is 145 East 57th St., N.Y.C. . . . The Weathercaster, by which the yachtsman can work out his own weather forecasts from existing cloud formations, wind direction and other factors is put out by Flight Aids, 4 Gordon St., Waltham 54, Mass.

Pittsburgh Plate Glass Co., Pittsburgh 22, Pa. manufactures a complete line of paints and finishes for all parts of ships and boats of both wood and steel construction. Quick-setting, anti-fouling, anti-corrosion and non-discoloring qualities are emphasized. . . . Equipment for unloading boats from trucks, and launching, encourages northern owners to send their boats south in care of Knight Boats & Motors, Inc., 3366 Lake Shore Blvd., Jacksonville 5, Fla. . . . A new stainless steel drip tray has been developed by Homestrand, Inc., of 9 Addison St., Larchmont, N.Y. for use with Swedish Punker, or Mariner, galley stoves.

The Little Dude Trailer Co. has moved to a new manufacturing plant at 802 N.E. 29th St., North Fort Worth, Texas, where facilities will triple production capacity. . . . The Rescue-Ring, a 20" life ring containing compartments to hold two lines, flare guns, dye marker and shark repellent is put on the market by Surface Coating Engineers, 211 Woodward Ave., Kalamazoo, Mich. A 30" ring will soon be available. . . . New resins for Fiberglas coating of boats, in which all activating agents except the hardener are premixed, are offered by the Fiberglass-Evercoat Co., 7218 Vine St., Cincinnati 16, Ohio.

The McMichael Yacht Brokerage, Inc., of 700 Rushmore Ave., Mamaroneck, N.Y., reports 394 boats sold in 1955, an increase of 10 per cent from 1954. . . . Vicr-Foam, a new flexible Vinyl product, is offered by L. E. Carpenter & Co. Inc., Empire State Bldg., New York 1, makers of Viertex V.E.F. fabrics, for upholstery and other uses. . . . A magnesium anode designed to control corrosion of steel-hull motor launches by electrolysis is produced by the Federated Metals Div. of the American Smelting and Refining Co., 120 Broadway, New York 5. . . . A simple, quick-disconnecting plug for the electric starting cables of Evinrude and Johnson outboard motors has been developed by the Chicago Marine Co., Inc., 5772 North Lincoln Ave., Chicago 45.

A sparkplug made to withstand higher engine operating temperatures and corrosion from leaded fuels, made by Lodge, of Rugby, England, is available for all marine engines from jobbers or from the Lodge Spark Plug Co., 401 W East Washington Bldg., Los Angeles 15. . . . Everson & Johnston, yacht brokers, urge friends cruising in the Miami area to visit them at 285 Sevilla Ave., Coral Gables, Fla. . . . The useful life of sanding belts and discs may be greatly extended by the use of their new San-Kleen sandpaper dressing stick during sanding operations, according to the Banes Marine Co., 154 Randolph Place, West Orange, N.J.

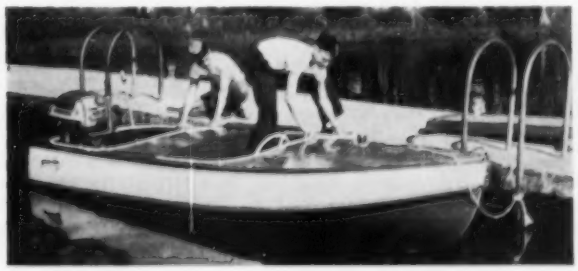
A triple-screw motor yacht 59'7" o.a. is under construction

The new Fageol 44 outboard (see description on p. 178) is built by FAGEOL PRODUCTS CO., Kent, Ohio, a division of the Twin Coach Co. It is rated at 35 hp., with additional power available through a special speed kit. The makers claim fuel savings up to 50%. Standard equipment includes 6½-gal. remote tank, electric starter and generator. Bore is 2½", stroke 2¼", compression ratio 9:1

for a U.S. account by the Amsterdam Shipyard, Inc., 60 Grasweg, Amsterdam, Holland, to designs of Sparkman & Stephens. The yard also has on order a 62' auxiliary ketch, 62' o.a. designed by F. Spaulding Dunbar of Chatham, Mass. . . . The H. Chambers Co., 1026 North Charles St., Baltimore 1, Md., making box springs in special sizes and shapes for yachts, has a new method of making special upholstered springs with a final thickness of five inches.

The appointment of Carl Walter Leveau, veteran boat designer, to develop uses for aluminum in the marine and highway transportation fields is announced by Kaiser Aluminum and Chemical Sales, Inc., Kaiser Bldg., 1924 Broadway, Oakland 12, Calif. . . . The Dixie-Universal Corp. has sold its manufacturing facilities and rights to the Princess Gas Range to John Sattler, whose Pan-Pacific Mfg. Co., 1125 North Highland Ave., Los Angeles, will manufacture and distribute the stove. . . . The M & G Sheet Metal Co., manufacturer of hand bilge pumps and buoys, has moved to larger quarters at 313 Van Sinderen Ave., Brooklyn 7, N.Y.

Don Clark, for many years with the recently-dissolved Oluf Mikkelsen Co. in New York, has organized the Tri State Marine Co., Route 4, Fort Lee, N.J., which handles sales and service on Michigan inboard and outboard propellers, also Tee Nee Trailers, Taylor-made Plexiglass windshields, convertible boat tops and covers, and other marine equipment.



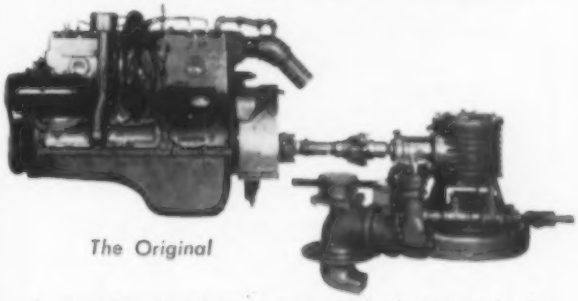
OUTBOARD BOATING SKILLS

► Close to 150,000 Boy Scouts took part in a national program instruction in small boat handling and boat safety in outboard boats, during the past season. The project is a joint venture of the Boy Scouts of America and the Evinrude Boating Foundation, and as a basis for the program, the Foundation published an 84-page booklet called "Outboard Boating Skills." The book is available to all scouts upon request to their scout leaders.

Subjects included are: the use of boats in conservation activities; care and maintenance of boats and motors; trailer boating, safety afloat; rules of the road; boating customs; courtesy on the water; and weather studies.

HANLEY-HYDROJET

Powered by CHRYSLER MARINE ENGINES



The Original

A water jet propulsion system which eliminates clutch, reverse gear, screw, shaft and rudder and provides you with a smooth safe ride. Total projection below the hull is about 3½ inches.

Your single jet propels and steers the boat in either direction, Ahead or Astern, making it possible for you to turn easily in your own length or to stop on a dime in an emergency.

Hydrojet is furnished with a fire hose opening for attachment of fire hose for cottage protection.

A water-operated power bilging system makes a Hydrojet propelled boat one of the safest craft afloat.

MODEL 90—CHRYSLER ACE ENGINE
MODEL 100—CHRYSLER CROWN ENGINE
MODEL 180—CHRYSLER IMPERIAL V8

Available through your

CHRYSLER MARINE DEALER or HANLEY HYDROJET, INC.
PROSPECT, OHIO

For outboard motors

Get long-lasting protection against rust and salt corrosion with 3-in-one Spra-Gun! No more messy rags—just press button for penetrating spray!

"3-IN-ONE"® OIL

—first and finest in aluminum watercraft

EAGER FOR FUN . . . GO Grumman

Eager for fun—whether fishing, cruising, water skiing, sailing, or canoeing—Grumman hydrodynamic construction endures roughest use by man or nature. Solid keels and gunwales, aircraft flush riveted hulls, and Styrofoam flotation chambers make your Grumman the finest aluminum boat afloat. Choose from the *Fisherman, Cartopper,* Rhodes designed *Dinghy, Deluxe Runabout, Sport Boat,* or any of the 12 famous Grumman *Canoes.* Send now for FREE ☐ Canoe Catalog ☐ Boat Catalog ☐ Name of nearest dealer

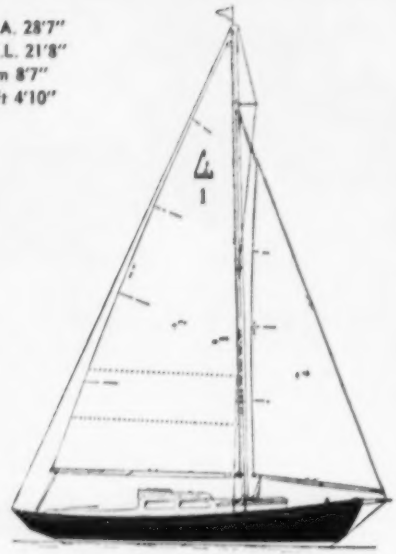
Grumman ALUMINUM BOATS AND CANOES

METAL BOAT COMPANY *Division of* GRUMMAN AIRCRAFT ENGINEERING CORP.

816 SOUTH STREET MARATHON, NEW YORK

CADET CLASS SLOOP

L.O.A. 28'7"
L.W.L. 21'8"
Beam 8'7"
Draft 4'10"



A blue water boat, designed by Winthrop L. Warner, N.A., sleeping either three or four. Five boats now under construction for delivery during 1956 season.

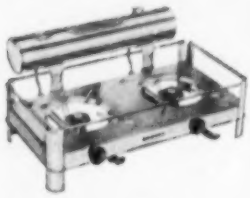
Write for Descriptive Literature

WILLIAM F. SLAYMAKER
160 WILLARD AVENUE NEWINGTON, CONN.
Tel: Hartford—Adams 3-2928

COOK'S DELIGHT!

Mariner
ALCOHOL STOVES

- Rugged pressed steel body stainless or galvanized
- Knob regulates flame gravity fed—no pumping
- Guard rail holds pans in place



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FINANCING A YACHT CLUB MARINA

By John Maynard

HOW WOULD YOU like to add 20 permanent marina slips to the facilities of your yacht club without straining the yearly budget by one extra dollar?

The Edgewood Y.C., near Providence, R.I., has done just that. It's plan is so simple and has proved so workable over a four-year period that it might serve as an inspiration for other clubs. The essence of the Edgewood set-up is that 20 club members were induced to share the initial construction cost and then take their investment back in the form of free slip space over a specified period. In other words their initial outlay amounted to rent-in-advance paid to the yacht club.

The expansion was carried out in two stages. The first, in 1951, cost $8500. Each participating member put up $850 and received in return a 10-year, rent-free lease on a slip. The project worked out so well that 10 more slips were added the following season. Ten additional members invested $500 each and received five-year leases.

Now one-half the tenants are paying $85 a season for their slips and the other half $100, hardly exorbitant fees in these boating-boom days when there are about three boat-owners waiting for every marina slip available in heavily populated areas.

Under the lease terms between the yacht club and the marina tenants, the latter assume and share all maintenance costs on the marina facilities. In a normal, non-hurricane year this might amount to $10 or $15 per tenant. In a hurricane year it can be a big item.

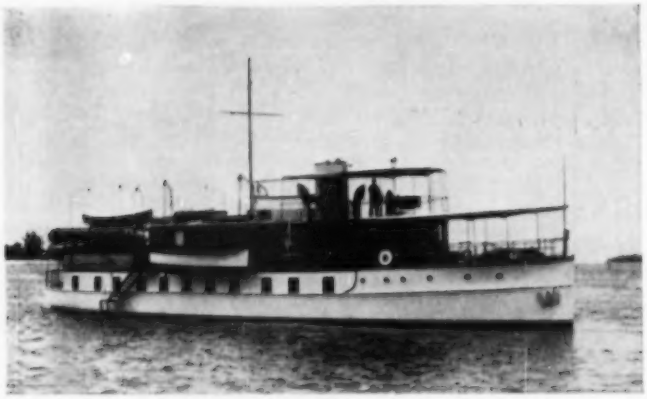
Edgewood, which lies on the west side of the Providence River about four miles from the heart of Providence, was one of the hardest hit areas in Rhode Island in hurricane Carol. Every boat tied up in the yacht club marina was sunk with one exception, and most were written off as total losses by the insurance companies. The dock and slips were damaged to the extent of $3000. With 20 members responsible for the repairs under the maintenance clause in their leases, each paid $150 to put the marina back in shape. Only one tenant balked. He claimed he hadn't read the "fine print" in his lease and refused to pay the hurricane bill. As a result he forfeited his space and much of his initial investment went down the drain.

Despite their reputation as a boat graveyard during hurricanes, the slips are still popular. Club members have learned, however, to take their boats elsewhere when the big blows threaten.

The Edgewood plan brings some amazing benefits to the club for no risk whatever. The treasury didn't have to be dipped into. No loans or bonds had to be obtained. No fund drive had to be undertaken. Not even the responsibility of maintenance was assumed. Yet when the leases expire, the club will receive an estimated $3000 yearly revenue from the slips. In addition the expanded, up-to-date facilities have attracted more boat-owners who in turn pay more fees to the club.

"It hasn't worked out 100 percent, and we didn't expect it to. Nothing ever does. But we certainly have no regrets at all about doing it. It's a beautiful set-up," says Thomas F. Wilson, club secretary and father of the plan.

He recalled recently how the plan came about: "Back in the fall of 1950 I was asked by one of the old time members of the club why we could not build a marina. The project seemed desirable and practical from a physical standpoint, but the financial angle was rather a tough one. The club, like most, was operating on a budget that left little room for major improvements. I discussed the matter with a local contractor, who submitted a rough draft. We worked it over, and the final plan called for extending the existing 200-foot dock an additional 200 feet; running five ramps out at right angles to the new dock, making slips for 10 boats. We



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also included a plank breakwater to give the boats some protection against southerly storms.

"The contractor agreed to do the job for $8500. The proposal was submitted to the officers of the club, whose immediate reaction was 'Where will we get the funds?'

"I suggested that we might get ten boat owners to put up the money and take back a lease on the slips, the money they had subscribed being considered as advance rent. The Board liked the idea. Early in 1951 the money was raised, and the job was completed in March."

One big thing working in the plan's favor was that the yacht club already had a substantial dock bridging the area from the shore to navigable water, so no expensive dredging had to be done.

The facilities available at each slip include water and electrical outlets. The club has a gas pump nearby and steward service. Stores are just a few minutes away. Individual gear lockers, built to club specifications, can be installed for about $30.

The tenant can sub-let to any club member. Slips have sub-let for as much as $150 a season. No firm arrangement has been made as yet as to how the club will operate the slips when the leases have expired, but it is presumed that the original tenants will have an option on continuing their rental.

Wilson drew up the leases, and handles the paper work involved in the rental operation. When a slip is empty, he often searches out prospective sub-lettors. "I don't like to see any spaces empty," he confesses. Wilson, along with other club members, takes great pride in the tidy set-up. They have every right to. Edgewood is the only yacht club on Narragansett Bay with marina facilities.

The principal terms of the marina lease read: "The Edgewood Y.C. . . . hereby leases to lessee one space in the proposed extension of the present dock owned by lessor, together with the right of ingress and egress thereto, for a period of 10 years from date and for which the lessee is to pay to lessor the sum of $85 per year in arrears, commencing 1, 1952.

"Lessee is to pay ten percent of the maintenance of such dock during the term of said lease, payable as such work is completed.

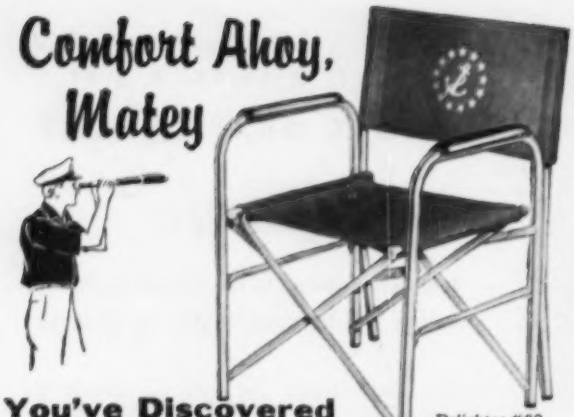
"Lessee shall have the right to assign his rights under this lease, but such assignee must be a member in good standing of the Edgewood Y.C.

"If during the term of this lease, pleasure boating should be prohibited by any government order for more than 60 days between June 1 and Sept. 15, the rent for such years will still be paid, but for each year that such suspension is in effect, the lease will be extended for one year without payment of rental.

"This lease does not in any way grant to lessee exemptions of dues, boat assessments, special assessments or other charges covered by lessee's membership in the Edgewood Y.C. and it is understood that membership in Edgewood Y.C. is a requisite to the full performance of lessee."

Edgewood Y.C. Marina on Narragansett Bay

Comfort Ahoy, Matey



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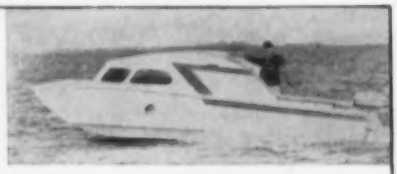

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BOOKS FOR YACHTSMEN

THE OHIO RIVER HANDBOOK AND PICTURE ALBUM, *edited by Benjamin and Eleanor Klein*, Revised Edition, 1954. (Young and Klein, Cincinnati. $3.00) Ben and Eleanor Klein are a young Cincinnati couple who have done a good bit of amateur boating on the Ohio River. Ben studied law but gave it up to become a partner in one of the upstanding printing firms in the state of Ohio. The books he has published have been side-line projects born of an enthusiasm for shallow-water streams. Within the past ten years about a dozen volumes have been launched under the imprint of the Picture Marine Publishing Company. Of these, the Ohio River Handbook has been affectionately nurtured through successive editions. It started off as a rather puny youngster but now has developed muscle, hard-back cover and 432 pages of text and photographs. The parents of this triumph are a trifle amazed, knowing full well that no professional publisher would have touched such a complex and time-consuming venture with a regulation ten-foot Ohio River sounding pole.

The title page of the "Handbook" ballyhoos: "pictorial incidents, with random notes and comment relating to the Ohio River and its environs and statistics, charts, and information on the Ohio River and its tributaries." That about covers it. Ben has done a bang-up job and this 1954 edition contains an enlarged index, the river terminals have been brought up to date, the lights and mileage lists have been corrected and revised, and new photographs have been added. F. W., Jr.

A HANDBOOK OF SAILING BARGES, *by S. S. Cooper and John Chancelor* (Adlard Coles, Ltd., $2.50). An authoritative work on the picturesque Thames sailing barges in which is set forth the history of the type, evolution of the hull and rig, construction and innumerable details, all well illustrated with excellent drawings. The appendix contains a great deal of useful and practical information regarding rigging as well as a lengthy list of active barges, sail, auxiliary and motor. For model builders or others interested in this type this would be a most useful book. W. H. deF.

CHINA TEA CLIPPERS, *by G. S. Campbell with illustrations by the author* (Adlard Coles, Ltd., $1.50). Here is a book, measuring only 5½ × 4¾–80 pages–which is a real treasure trove for model builders or artists who are interested in the typical British clipper. In addition to a large number of well drawn plates showing in great detail the construction of this type of vessel, there are also a number of reproductions of paintings by the author and a brief history and description of the British tea clipper.

Chapter 2 gives a history of the tea trade, the records of some of the ships engaged in it, and includes a small chart showing the customary tracks followed by these vessels. A valuable little book to clipper ship specialists. W. H. deF.

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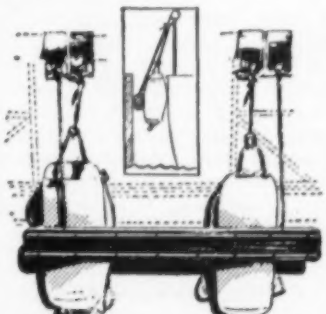

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► Speedway Marine Products, a division of Consolidated Shipbuilding Corp., has been appointed metropolitan New York distributor for the Universal Motor Co. They will maintain showrooms, part stocks and service facilities at 154 Pilot St., City Island 64, N.Y.

JOHN GRISWOLD VAN SANT

► John Griswold Van Sant, manager of the marine sales division of the Domestic Sales Department of the Texas Co., died suddenly on November 21. He had been associated with the Texas Co. since 1919 and had been manager of the marine sales division since 1934.

AMERICAN BOAT BUILDERS MEETING

► The American Boat Builders & Repairers Assn. will hold its annual meeting at the New York Athletic Club, New York, at 9:30 a.m. on Tuesday, January 17.

RACING CALENDAR

SAIL

Jan. 13—St. Petersburg-Venice Race.
Jan. 15—San Diego to Acapulco Race. 1500 miles.
Jan. 20—Ft. Lauderdale-Bimini Race.
Jan. 28—Lipton Race, Miami.
Jan. 31—Miami-Nassau Race.
Feb. 4—Nassau Cup Race, Nassau.
Feb. 17-19—Comets, Biscayne Bay, Fla.
Feb. 25-26—Teams, Morton Bowl, Marblehead Frostbite Y.C., Mass.
Mar. 10—St. Petersburg-Havana Race.
Apr. 14-17—5.5 Meter Class series, Bermuda.
Apr. 19—Patriot's Day regatta, Wakefield, Mass.
Apr. 20—Tampa-Egmont Race, Fla.
Apr. 23—Bermuda Race Week.
May 30—Memorial Day regatta, Eastern Pt. Y.C., Gloucester, Mass.

U.S.P.S.

Jan. 15, 1956—Cruise, St. Petersburg Sq., Bradenton.
Feb. 2—Cruise, Miami Sq., Ft. Lauderdale.
Feb. 20—Pred. Log, St. Petersburg Sq., Fla..

BOAT SHOWS

Jan. 13-22—National Motor Boat Show, Kingsbridge Armory, N.Y.
Jan. 28-Feb. 5—Kansas City, Mo.
Feb. 2-5—Ft. Lauderdale Boat Show, Ft. Lauderdale, Fla.
Feb. 3-12—Chicago National Boat Show, Int'l Amphitheatre.
Feb. 4-12—Long Island Boat and Sportsmen's Show, Jamaica Armory, N.Y.
Feb. 4-12—Boston, Mass.
Feb. 17-22—Miami Int'l Boat Show, Dinner Key.
Feb. 17-26—Sports, Travel & Vacation Show, Kingsbridge Armory, N.Y.
Feb. 18-26—Jersey Coast Boat Show, Convention Hall, Asbury Park.
Feb. 21-26—Baltimore, Md.
Feb. 25-Mar. 4—Portland, Ore.
Mar. 2-10—Philadelphia, Pa.
Mar. 2-11—San Francisco Nat'l Sports & Boat Show, Civic Auditorium.
Mar. 3-10—Atlanta, Ga.
Mar. 3-11—Omaha, Neb.
Mar. 16-25—Cleveland, O.
Mar. 17-24—Houston, Tex.
Mar. 17-25—Milwaukee, Wis.
Mar. 20-24—Harrisburg, Pa.
Mar. 23-31—Land-O-Lakes Boat, Marine and Tackle Show, St. Paul, Minn.
Mar. 30-Apr. 8—Minneapolis, Minn.
Mar. 31-Apr. 8—Dallas, Tex.
Apr. 2-5—Grand Rapids, Mich.
Apr. 12-22—Los Angeles, Cal.
Apr. 13-18—Des Moines, Ia.

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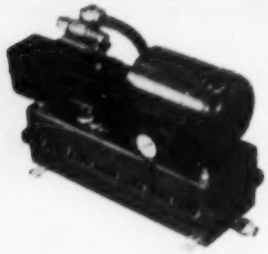

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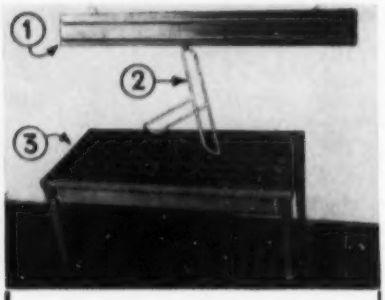

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OOPS! SORRY!

► All boats are called "she." Hence all boats are feminine. We know that, here at YACHTING, so we should have investigated further when the designer wrote us that the name of the first-launched Nevins 40' yawl, pictures of which appeared on p. 57 of our December issue, was *Bon Ami*. Perfectly good French for "Good Friend," but masculine. Only, the boat being a girl, the name appears on her transom as *Bonne Amie*, meaning the same only feminine.

Charles G. Ernst, Jr., of Gladwynne, Pa., the lucky fellow who owns this yacht, tells us the error has provided his friends—evidently sanitary types well acquainted with the cleaning powder (masculine) of the same name—with a good deal of harmless merriment. "A clean ship is a happy ship," they keep reminding him, and "She hasn't scratched yet."

While we're at it, let's be sure everybody noticed that the obviously sloop-rigged double-ender *Vaya*, whose pictures appear on p. 72 of the same catastrophic issue, is solemnly described as a ketch. This boner we can't blame on anyone else, doggone it! We up and done it all over our own little selves.

Help Wanted—Expert, conscientious copy- and poof-reader. Willing work all hours under difficult conditions. Salary no object. Apply immediately to Yachting Publishing Corp., 205 East 42nd St., New York 17, N.Y.

NEW PREDICTED-LOG CONTEST FILM

► A new film, "A Predicted-Log Cruiser Contest," produced by the Gulf Marine Racing Hall of Fame, had its premier showing before the American Power Boat Assn's. Cruiser Racing Committee December meeting in New York. The 10-minute film in full color is available gratis for showing through the Gulf Marine Racing Hall of Fame, Gulf Oil Corp., 17 Battery Place, New York, N.Y.

ZIMMER APPOINTED ALLOY

► The appointment of Calvin J. Zimmer as director of sales for the Alloy Marine Products Inc., Algonac, Mich., has been announced recently by the firm's president, Ernst H. Gronlund. Mr. Zimmer was formerly sales manager of Chris-Craft's Trailer Division.

Alloy, for years a parts supplier to the trailer industry, now manufactures a complete line of boat hauling equipment and will also offer an extensive line of brass and stainless steel marine hardware.

WEBER JOINS SPARKMAN & STEPHENS

► Edward R. Weber has become associated with Sparkman & Stephens, New York naval architects, in an executive capacity. He is a graduate of Webb Institute of Naval Architecture, 1942, and was with Waterman Steamship Corp. and their Gulf Shipbuilding Division for five years. Thereafter, Mr. Weber was a founder and secretary-treasurer of Norge Boats, Inc., and has been responsible for the design of the various Norge auxiliaries since that firm's inception in 1947.

Mr. Weber has resigned from Norge and will serve with Sparkman & Stephens as executive assistant to their chief engineer and vice president, G. Gilbert Wyland.

NEW NORDBERG BULLETIN

► Publication of a new 20-page bulletin describing the complete Nordberg gasoline marine engine line is announced by Nordberg Manufacturing Co., Milwaukee 1, Wis. The bulletin, No. 252, features all of the seven Nordberg engine models.

ADMIRAL FIFE APPOINTED

► Admiral James Fife, Jr., U.S. Navy (ret.), has accepted appointment as Director of the Marine Historical Assn. (Mystic Seaport), Mystic, Conn. Admiral Fife will assume his duties early this year.

NEW FILM ON RADAR

► "Safe Passage," a movie dealing with the misuses of radar equipment has been edited by Raytheon Mfg. Co., Waltham, Mass., and is available for the asking. Recent studies disclosed that marine accidents involving radar-equipped ships occurred because: 1) radar not turned on; 2) radar not adjusted; 3) improper action by operators; 4) radar hypnosis. Information on these causes was collected by Raytheon and formed the basis for the 20-minute sound and color film.

"CORROSION IN ACTION"

► A 48-page book, "Corrosion in Action" has been introduced by International Nickel Co. The booklet reviews fundamentals of corrosion as applied to marine equipment in salt water. Illustrated in full color, it is patterned after the narrative of the motion picture of the same name and is in part based on tests conducted at Inco testing stations at Harbor Island and Kure Beach, N.C. For further information, write International Nickel Co., 67 Wall St., New York, N.Y.

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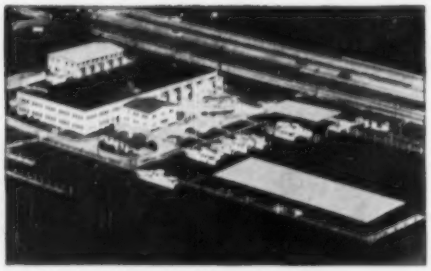

So . . . you're going to buy a boat! And now that you have scanned the wordy and pictorial presentation of cruising yachts in this voluminous magazine, you have doubtless drawn one of two conclusions. Either that you should place your order, on the evidence presented, or you are so completely befuddled by the similarity of claims, among boatbuilders, for Quality and Performance, that further intelligent investigation is certainly warranted.

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Hence, if you contemplate acquiring a cruiser or Sport Fisherman, we urge that you visit the Huckins plant and marina, to examine Fairform Flyers under construction, run on them and investigate with the same care as in making any less romantic investment. It pays.

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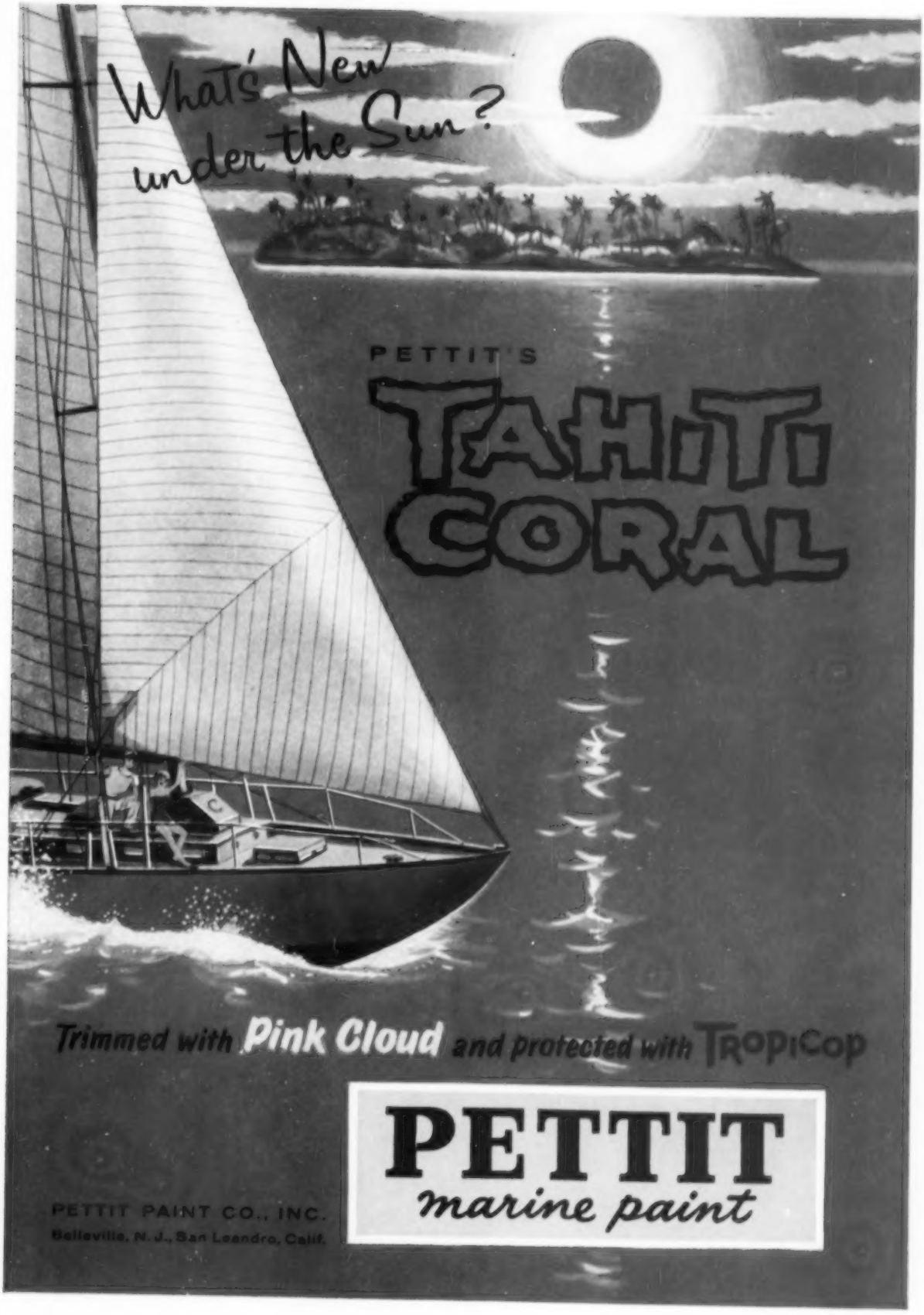
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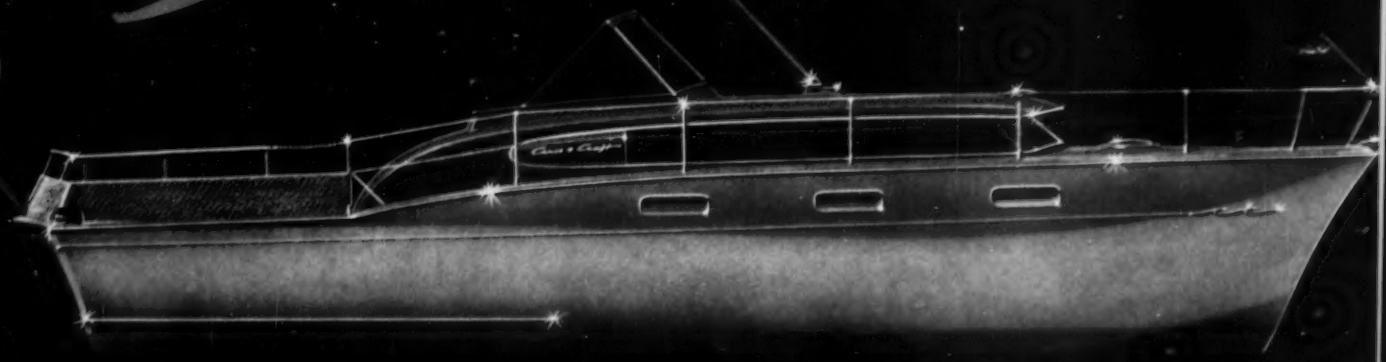

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